

SEPTEMBER 14, 1953

Harriman Safety Award Winners . . . p. 9

RAILWAY AGE

NEWS
ISSUE

The Standard Railroad WEEKLY for Almost a Century

IN THIS ISSUE

Speedrouter
For Shippers

When Are Car
Shortages Bad?

No Weevils
In These Cars

Questions
& Answers

Construction
Indices, 1952

Living Truck
With Rams

PROVIDES MULTIPLE STRAP LOCATIONS!

**.. DESIGNED FOR ALL TYPES
OF GONDOLAS**



CONTINUOUS

LADING BAND ANCHOR

and

REINFORCEMENT

(PATENT PENDING)

- ACCOMMODATES
BANDS OR WIRES
- NO SHARP CORNERS
TO SEVER ANCHORAGE

THE WINE RAILWAY APPLIANCE CO. TOLEDO 9, OHIO

A detailed technical illustration of a Truslock brake beam assembly. The assembly consists of a long, dark, I-beam shaped main beam. At one end, there is a complex mounting bracket with a square flange. At the other end, there is a large, multi-ported cast iron component, likely the brake shoe or head, which has a rectangular opening at its base. Several thin lines, representing cables or wires, run along the length of the beam, connecting the two main components.

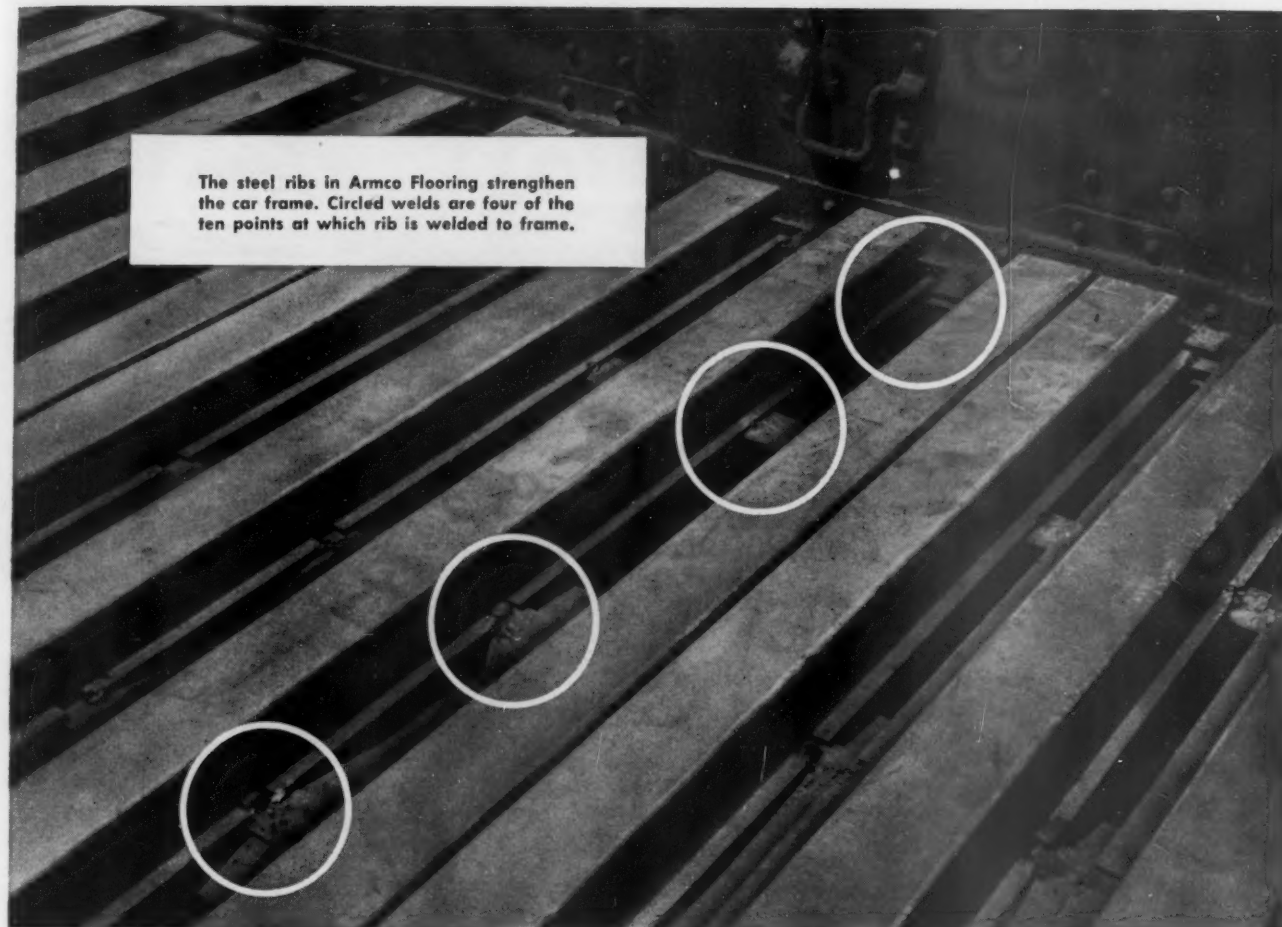
TRUSLOCK

**THE FIRST SLEEVE TYPE DE-
MOUNTABLE-HEAD BRAKE
BEAM FOR USE ON ALL
HANGERED TYPE FREIGHT CAR
TRUCKS . . .**

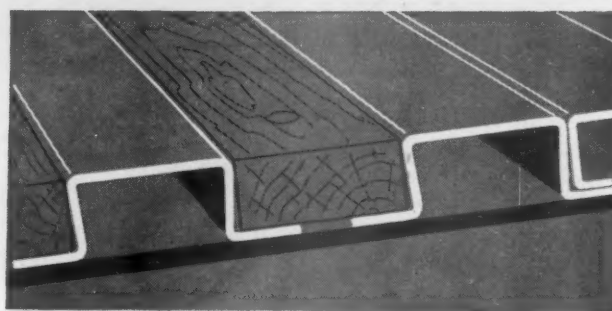
GREETINGS TO
The CO-ORDINATED MECHANICAL ASSOCIATIONS
HOTEL SHERMAN CHICAGO
SEPT. 14-15-16

BUFFALO BRAKE BEAM COMPANY, NEW YORK

The steel ribs in Armco Flooring strengthen the car frame. Circled welds are four of the ten points at which rib is welded to frame.



ARMCO FLOOR strengthens car frame



Armco Freight Car Flooring not only carries the load but reinforces the car underframe. Each rib is welded to the frame in at least ten places. Welds are made on both sides of the rib, two at center sill and two each at stringers and side sills. Resistance of car underframe to twisting and racking is increased greatly by this strong welded lattice.

A COMPOSITE STEEL AND WOOD FLOOR

The Armco Floor consists of formed steel ribs and wood planks laid alternately. The steel ribs are hat sections and their top surfaces form part of the floor. The nailing strips are heavy planks. They are supported by the flanges of the steel ribs and are fastened with bolts.

ELIMINATES SELECTING CAR BY FLOOR TYPE

Bulk- or unit-lading is handled equally well by the Armco Floor. This saves time and money for both the railroad and the shipper in switching empty cars. The same car that brings bulk loads into a plant can carry

away the manufactured product.

Armco Freight Car Flooring is made for fastening bracing and skids in the proper way—with nails. There is no invitation to weld fasteners to plate floor or burn holes for bolts.

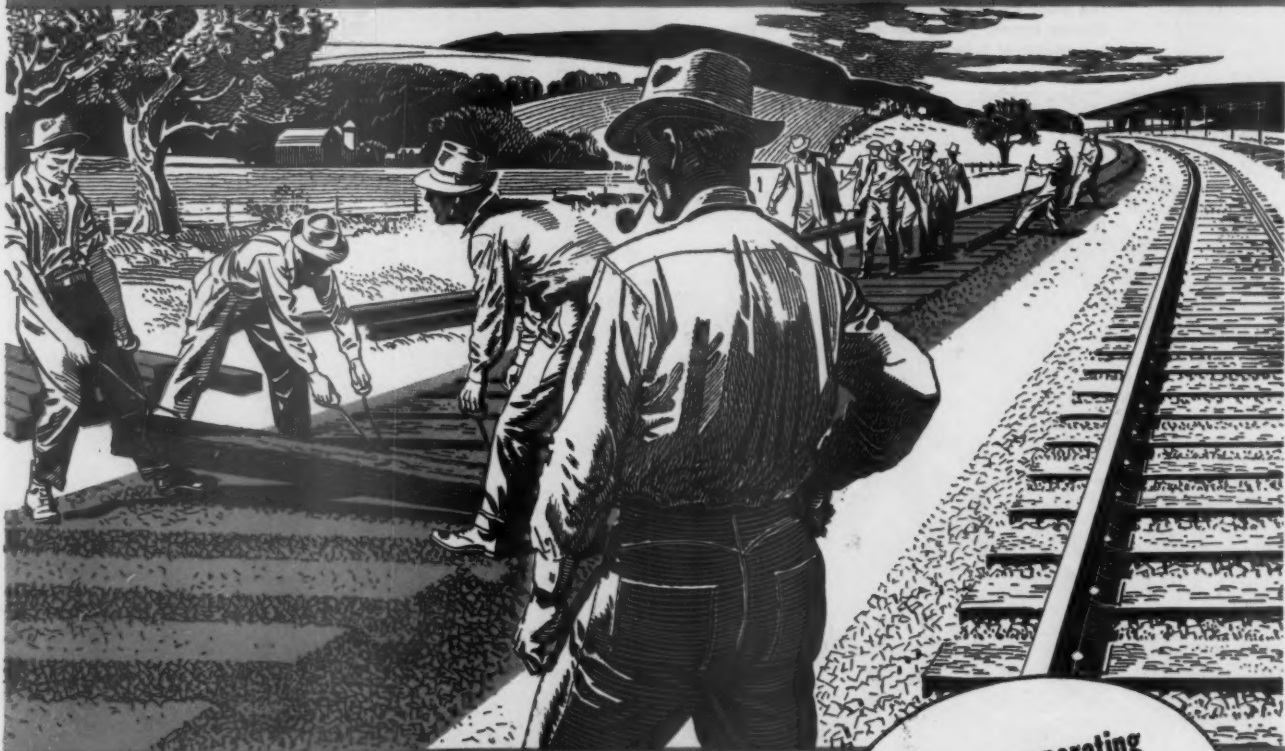
For complete information write for the booklet, "Armco Freight Car Flooring."

ARMCO STEEL CORPORATION

4383 Curtis Street, Middletown, Ohio
Export: The Armco International Corporation



They're digging out **COSTS...** along with the track



A SINGLE TRACK WITH UNION C.T.C.

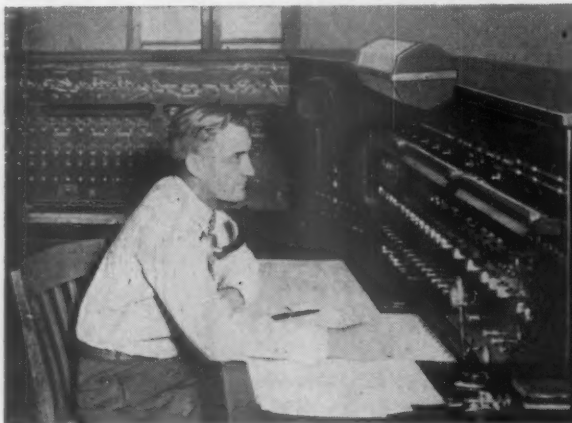
Reduces operating
expenses
Conserves costly,
vital materials

HERE'S ONE RECORD*

1. Provided a more economical track and signal layout for existing traffic.
2. Reduced annual operating expenses \$39,229.00 per year.
3. Provided other savings and salvage totaling —\$295,744.00.
4. Released track and signal material for use at other points.
5. Reduced the trackage required for meets and passes.
6. Eliminated necessity for future track renewal on track abandoned.

*Factual data will be supplied on request.

"UNION" Centralized Traffic Control can reduce terminal-to-terminal time with safety and pay its way through reductions in operating expenses. May we help you?



UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE  PENNSYLVANIA

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

RAILWAY AGE

PUBLISHED WEEKLY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION AT ORANGE, CONN., AND ENTERED AS SECOND CLASS MATTER AT ORANGE, CONN. UNDER THE ACT OF MARCH 3, 1879. NAME REGISTERED IN U. S. PATENT OFFICE AND TRADE MARK OFFICE IN CANADA. EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 79 WEST MONROE STREET, CHICAGO 3, ILL. BRANCH OFFICES: 1081 NATIONAL PRESS BUILDING, WASHINGTON 4, D. C.—TERMINAL TOWER, CLEVELAND 13, OHIO—TERMINAL SALES BUILDING, PORTLAND 5, ORE.—1127 WILSHIRE BOULEVARD, LOS ANGELES 17, CAL.—244 CALIFORNIA STREET, SAN FRANCISCO 11, CAL.—2909 MAPLE AVENUE, DALLAS 4, TEX.

EDITOR.....James G. Lyne
EDITORIAL CONSULTANT.....Samuel O. Dunn
EXECUTIVE EDITOR.....William H. Schmidt, Jr.
MANAGING EDITOR.....C. B. Tavenner
NEWS & FINANCIAL EDITOR.....
Gardner C. Hudson
WASHINGTON OFFICE.....
Walter J. Taft Joe W. Kizzia
TRAFFIC & TRANSPORTATION DEPARTMENT
Robert G. Lewis John W. Milliken
John S. Gallagher, Jr.
MECHANICAL DEPARTMENT.....
C. B. Peck E. L. Woodward
H. C. Wilcox C. L. Combes G. J. Weihofen
ELECTRICAL DEPARTMENT.....Alfred G. Oehler
ENGINEERING DEPARTMENT.....
M. H. Dick Radford E. Dove
Ralph M. Schmidl
PURCHASES & EQUIPMENT.....Fred C. Miles
SIGNALING & COMMUNICATIONS DEPARTMENT John H. Dunn Robert W. McKnight
WESTERN NEWS DEPARTMENT.....A. M. Cox, Jr.
WEST COAST NEWS.....T. D. MacMullen
ASSOCIATE EDITOR.....Charles Layng
LIBRARIAN.....Edith C. Stone
EDITORIAL ASSISTANT.....Frederick E. Colwill



SUBSCRIPTION PRICE TO RAILROAD EMPLOYEES ONLY IN U. S., U. S. POSSESSIONS, CANADA AND MEXICO, \$4 ONE YEAR, \$6 TWO YEARS, PAYABLE IN ADVANCE AND POSTAGE FREE. SUBSCRIPTION PRICE TO RAILROAD EMPLOYEES ELSEWHERE IN THE WESTERN HEMISPHERE, \$10 A YEAR, IN OTHER COUNTRIES, \$15 A YEAR—TWO-YEAR SUBSCRIPTIONS DOUBLE THE ONE-YEAR RATE. SINGLE COPIES 50c, EXCEPT SPECIAL ISSUES \$1. ADDRESS CORRESPONDENCE CONCERNING SUBSCRIPTIONS TO ROBERT G. LEWIS, ASSISTANT TO PRESIDENT, 30 CHURCH STREET, NEW YORK 7.



SIMMONS-BOARDMAN PUBLISHING CORPORATION: JAMES G. LYNE, PRESIDENT. SAMUEL O. DUNN, CHAIRMAN EMERITUS. J. S. CRANE, VICE-PRESIDENT AND SECRETARY. C. MILES BURPEE, HARRY H. MELVILLE, C. W. MERRIKEN, JOHN R. THOMPSON, WILLIAM H. SCHMIDT, JR., J. S. VREELAND, FRED W. SMITH, VICE-PRESIDENTS. ROBERT G. LEWIS, ASSISTANT TO PRESIDENT. ARTHUR J. MCGINNIS, EXECUTIVE VICE-PRESIDENT AND TREASURER. RALPH E. WESTERMAN, ASSISTANT TREASURER.

September 14, 1953 NEWS ISSUE Vol. 135, No. 11

Week at a Glance

Air carriage of 3-cent first-class mail between New York and Chicago and Washington and Chicago is to be tried out by the Post Office Department on a one-year "experimental" basis, but "with a view toward expanding the service in the future." 9

Net income for 1953's first seven months reached \$490 million—\$142 million more than the \$348 million net reported in the corresponding part of 1952. Higher gross, coupled with only moderately higher expenses, brought about the rise. 13

"Speedrouter" is what C&EI traffic people call their new freight routing guide, a 120-page book to simplify their customers' routine tariff work. They say it is an effective sales tool. 17

FORUM: Car shortages are relatively small now, as compared to the almost astronomical proportions they reached in the peak loading seasons of the war years, but in this competitive age the important point about car shortages is that they aren't just figures, they are lost opportunities to serve shippers. 21

Questions & Answers, a page specially tailored to the needs of men in the transportation department. 22

Hydraulic rams have been developed on one Eastern railroad to make it possible for 5-man gangs to do a track-lining job that used to require a dozen employees. 23

Human interest is the editorial principle that guides Virginia Tanner in putting together the 63,000-circulation monthly employee magazine of the B&O. 24

Weevils commit suicide in C&NW box cars which have glass fiber blankets installed in the end walls for pest control and protection of metal sheathing. 26



Here's a brake with an unlimited future

• When a locomotive is equipped with the 24RL brake equipment, its future assignments are unlimited.

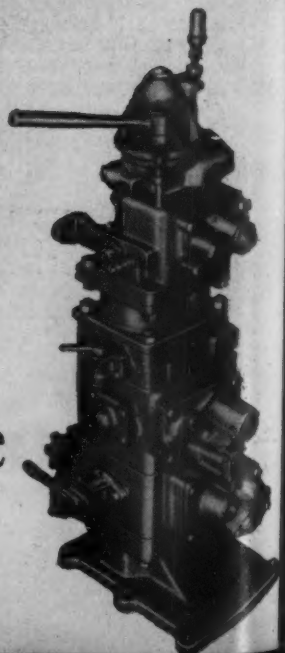
No matter *what* class of service the locomotive may enter, the 24RL brake can do the job—without expensive changes in basic piping.

Westinghouse Air Brake
COMPANY

AIR BRAKE DIVISION



WILMERDING, PA.



Current Statistics

| | |
|--|------------------|
| Operating revenues, seven months | |
| 1953 | \$ 6,253,137,382 |
| 1952 | 5,911,265,980 |
| Operating expenses, seven months | |
| 1953 | \$ 4,724,251,168 |
| 1952 | 4,634,987,983 |
| Taxes, seven months | |
| 1953 | \$ 749,886,845 |
| 1952 | 671,321,739 |
| Net railway operating income, seven months | |
| 1953 | \$ 643,257,679 |
| 1952 | 503,724,404 |
| Net income, estimated, seven months | |
| 1953 | \$ 490,000,000 |
| 1952 | 348,000,000 |
| Average price railroad stocks | |
| September 8, 1953 | 59.34 |
| September 9, 1952 | 62.16 |
| Car loadings revenue freight | |
| Thirty-five weeks, 1953 | 25,914,813 |
| Thirty-five weeks, 1952 | 24,654,062 |
| Average daily freight car surplus | |
| August 29, 1953 | 14,397 |
| August 30, 1952 | 21,149 |
| Average daily freight car shortage | |
| August 29, 1953 | 3,406 |
| August 30, 1952 | 5,829 |
| Freight cars delivered | |
| August 1953 | 5,557 |
| August 1952 | 4,537 |
| Freight cars on order | |
| September 1, 1953 | 45,735 |
| September 1, 1952 | 95,761 |
| Freight cars held for repairs | |
| August 1, 1953 | 96,917 |
| August 1, 1952 | 111,680 |
| Average number of railroad employees | |
| Mid-June, 1953 | 1,228,201 |
| Mid-June, 1952 | 1,225,134 |

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

Departments

| | |
|----------------------------|----|
| Abandonments | 15 |
| Competitive Transport | 9 |
| Equipment & Supplies | 15 |
| Figures of the Week | 13 |
| Financial | 16 |
| New Facilities | 15 |
| Operations | 12 |
| Organizations | 14 |
| People in the News | 11 |
| Public Relations | 10 |
| Questions and Answers | 22 |
| Railway Officers | 26 |
| Rates & Fares | 11 |
| Safety | 9 |
| Securities | 16 |
| Sun-ly Trade | 15 |
| Traffic | 14 |

Week at a Glance CONTINUED

Construction costs in railroad work, as computed by the I.C.C. Bureau of Valuation, have pushed the average annual index number for 1952 to an all-time high. 34

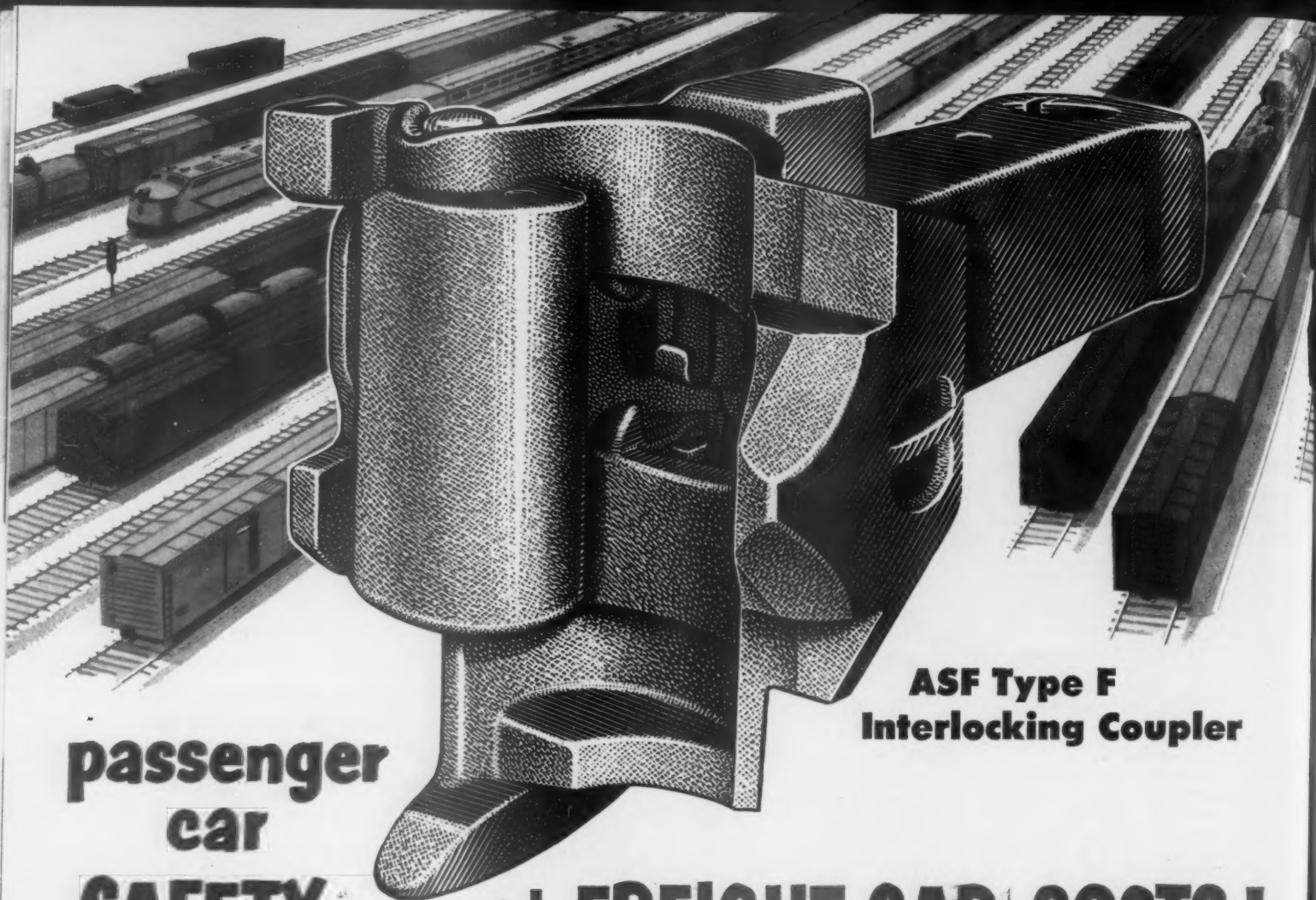
BRIEFS

How much tragedy is enough? After a recent crossing accident of a frequently recurring kind—where a train hits an oil truck and the enginemen's lives are lost—a spokesman for the truckers made a public statement to the effect that "the railroads always build these things up and make them look more tragic than they really are." UP Vice-President Perry Lynch has written to this nonchalant gentleman asking him what more tragedy he wants than "two human bodies covered with fuel oil, badly burned and life gone out"—a kind of accident which would be avoided, Mr. Lynch points out, if truckers would make adequate safety stops at crossings.

Purchase of the Talgo train is being actively considered by five railroads. Renewed interest in this lightweight train is a result of announcement by American Car & Foundry at the Atlantic City equipment exhibit this summer that its design has been successfully modified to meet American operating conditions.

Fairer appraisal of management results on individual roads lies in the elimination of passenger transportation expense from measurement ratios, says Joseph T. Small, railroad analyst for New York's Paine, Webber, Jackson & Curtis. This student stresses the importance of analyzing primary expense accounts separated for freight transportation service only, and of giving due weight to the influence of the road's geography on yard costs.

Motor vehicle registrations in the United States, according to Bureau of Public Roads estimates, will total 54,709,000 by the end of the year, up 2.7 per cent from last year. Included will be 9,674,000 trucks and busses.



**passenger
car**

**ASF Type F
Interlocking Coupler**

SAFETY.....at FREIGHT CAR COSTS!

Tests of Type F Interlocking Freight Car Couplers, and experience gained from years of service with the interlocking coupler principle in passenger service, prove conclusively that they will go a long way toward eliminating accidental freight train partings, even in cases of derailment. And, a realistic appraisal of coupler *operating costs*, rather than first cost, shows that the Type F Coupler will provide this higher safety and *still be consistent with freight car economics*.

For example, reducing accidental freight train partings means fewer lost man-hours . . . fewer schedule delays. Reducing the chance of telescoping and overturning of cars in cases of derailment means much less damage to equipment . . . less danger to

personnel. In fact, the Type F Coupler will *eliminate* the cause of many derailments! The safety support prevents a pulled-out coupler from dropping to the track.

And, the Type F Coupler means *lower maintenance costs*. Eliminating practically all vertical movement between mated F couplers—plus over 50% reduction in free contour slack—means less wear and shock stress, longer knuckle and contour life.

Continuous improvement is the goal for all railroads. The Type F Coupler is another real contribution to railroad progress for freight service. In ordering new cars, *the time to specify it is now!*




Ask your nearest ASF Representative for more information on Type F Couplers, or write today for illustrated folder C2 which gives complete details on construction and operation.



American Steel Foundries

410 North Michigan Ave., Chicago 11, Ill.

Canadian Sales: International Equipment Co., Ltd., Montreal, Quebec

Look for this MINT  MARK on the running gear you specify.



Cast Steel



Ride-Control



Ride-Control



Simplex



Tightlock



Type F



Type E

Harriman Awards To Be Presented

Gold medal awards will go to the Missouri-Kansas-Texas, the St. Louis Southwestern and the Texas Mexican on Sept. 17

Three American railroads which achieved the best safety records for 1952 will receive the E. H. Harriman Memorial Gold Medal safety awards at a dinner in the Hotel Ambassador, New York, on September 17. Special "certificates of commendation" will be presented to 11 other railroads for outstanding safety performance.

Receiving the gold medal for group A railroads will be the Missouri-Kansas-Texas; for group B, the St. Louis Southwestern; and for group C, the Texas Mexican. Railroads are classified according to size, with group A representing the largest railroad companies.

1952 Competition Intense—Competition among railroads for 1952 safety honors was especially intense, since the industry last year set a new safety mark, James G. Lyne, editor of *Railway Age* and chairman of the Harriman Award Committee, said in commenting on the awards. Mr. Lyne pointed out that railroads last year not only surpassed their own previous best record but also exceeded the best safety mark ever set by any comparable form of transportation.

The following railroads will receive certificates of commendation: Eastern District: Group A—The Baltimore & Ohio; Group B—Lehigh Valley; Group C—Lehigh & Hudson River; Western District: Group A—Union Pacific; Group B—Duluth, Missabe & Iron

Range; Group C—Lake Superior & Ishpeming; Southern District: Group A—Norfolk & Western; Group B—Central of Georgia; Group C—Atlantic & Danville.

Certificates of commendation also will be awarded to the following switching and terminal companies (one for the group comprising large companies and another for the group comprising smaller companies): Group ST-1—Chicago Union Station; Group ST-2—Portland Terminal.

Medals Awarded 33 Times—The E. H. Harriman Memorial Medals, founded in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, have since been continued by her sons, W. Averill Harriman and E. Roland Harriman. They have been awarded 33 times by the American Museum of Safety.

At the dinner meeting Mr. Lyne will present the awards and Cyril Ainsworth, president of the museum, will preside. Mr. Ainsworth will also present the Arthur Williams Memorial Medal for individual achievement in the whole field of safety to Jerome Lederer, managing director of the Flight Safety Foundation. The Harriman Awards are determined on the basis of official records of the Interstate Commerce Commission for the year, railroads being ranked in their several groups according to size and their individual safety ratings.

abandonment of sorting-en-route operations. In that connection, however, Mr. Summerfield and Assistant Postmaster General John C. Allen denied they foresaw the end of all sorting-en-route operations.

The plan contemplates that three-cent mail selected for the experiment would be carried by the air lines on a "space-available" basis at rates of 18.6 cents per ton-mile between New York and Chicago and 20.04 cents per ton-mile between Washington and Chicago—carriage to be in both directions in each case.

Forty-five cents per ton-mile is lowest of the present airline charges which the Post Office pays for transportation of regular air mail.

Mr. Allen estimated that business shifted initially would amount to about 10 tons per day in each direction between New York and Chicago, 6 tons between Chicago and Washington, and 3½ tons between Washington and Chicago.

This initial tonnage will consist of letters mailed in New York for delivery in Chicago and vice versa; and letters mailed in Washington for delivery in Chicago and vice versa.

Expansion Contemplated—While this was brought out by reporters questioning Mr. Allen, the announcement said the plan would mean "greatly improved service for . . . areas within 150 miles of these three cities," and that areas "as far distant as the West Coast, Texas and the Northwest, as well as New England" would benefit.

The applications filed with C.A.B. asserted that the distinction between the proposed operation and present air-mail service (on which the postage rate is six cents per ounce) would be maintained. In that connection, Mr. Summerfield emphasized that one using the regular three-cent service would have no assurance his letter would move by air.

"The movement by air of such mail," the applications proposed, "shall be subject to prior movement of all air mail, passengers and air express required to be transported by the carrier. In the event that any or all of such mail has not been dispatched by the carrier within such time period as may be established by the Post Office Department the carrier shall notify the Department, and if the carrier or the Department so elects, such mail shall be returned by the carrier to the custody of the postal service at the place where the initial delivery was made, without penalty to the carrier."

"Non-Scheds" Would Be In—The so-called "non-scheduled" air lines, which include many all-freight carriers,

Competitive Transport

3-Cent Mail Will Go by Air

Post Office plans experimental shift of New York-Chicago and Washington-Chicago business from the railroads

Three-cent, first-class mail moving between New York and Chicago and between Washington and Chicago will be taken from railroads and given to air lines, if the Civil Aeronautics Board approves the Post Office Department's plan for the "experiment."

The plan was outlined by Postmaster General Arthur E. Summerfield on September 8, the day on which the required applications were filed with the C.A.B. The experiment would be under-

taken for one year, "with a view toward expanding the service in the future when it is established by experience that an expansion of the program would be in the public interest."

R.P.O. Cars Net Yet Out—Behind the plan seemed to be some thinking to the effect that the speed of air transport will improve present mail schedules, even though more time for terminal sorting is required by the shift from rail service with the resultant

could participate in the business along with regularly scheduled passenger lines. Mr. Summerfield indicated his department would utilize the services of any air carrier which would accept the proposed rates of 18.6 and 20.04 cents per ton-mile. Mr. Allen called those rates "comparable" to the cost of obtaining like services from surface carriers.

A comparison of that kind was made by the Association of American Railroads in an advertisement being run currently in press and radio magazines. From the Post Office Department's latest Cost Ascertainment Report for the fiscal year ended June 30, 1952, the A.A.R. calculated that "on a ton-mile basis, railroads and other surface carriers (approximately 90 per cent of the service being by rail) received an average of a little more than 16 cents for carrying a ton of first-class mail one mile."

"Current claims that the Post Office Department could economize by moving all long-haul first-class mail by air add more than the usual interest" to the

cost report, the A.A.R. also said, adding: "Analysis of the report shows that . . . surface carriers moved nearly 17½ billion pieces of non-local, first-class mail, for which they received an average of approximately 1/9 of a cent for transportation of each piece. Air lines carried about 1/3 billion pieces . . . for which they received an average of about 2 2/3 cents per piece—more than 20 times as much per piece as was paid to railroads."

Each to "Economic Sphere"—As to the railroads, Mr. Summerfield said his department had no desire to injure them. He noted that there has been a steady growth in mail tonnage available to all carriers. Mr. Allen said the department is seeking the "logical, economic sphere" for each type of carrier in the field of mail transportation.

He added that he has been working with railroads and trucking companies in an undertaking to expedite their mail services. He is interested in stepping up deliveries of all mail, and he thinks the idea of putting more mail on buses has possibilities.

Mr. Thomas included those "at work to sabotage the comprehensive state highway needs studies which are a part of the basic highway policy of our association"; and those "opposing expressways and controlled access highways." These "are but samples of the well-organized and politically active movements you will run into when championing the cause of the motorist," Mr. Thomas added.

As "samples of problems that must be solved if the automobile is to be restored to that condition of usefulness and pleasure it formerly occupied," he listed "congestion, lack of adequate roads and parking facilities, lack of uniformity in legislation, mounting accidents, high costs, unreasonable enforcement procedures."

Public Relations

NYC to Exhibit 122 Years of Motive Power

The New York Central will display 122 years of progress in locomotive power in an exhibit in Grand Central Terminal, New York, September 22-26, inclusive. Occasion for the exhibit is the railroad's participation in observance of the 300th anniversary of the city of New York. On display will be five locomotive types, ranging from a replica of the wood-burning "DeWitt Clinton" of 1831 to the latest diesel units of 1953.

Coal-burning steam locomotives will be represented by famous No. 999, which set a world speed record 60 years ago by attaining the rate of 112.5 m.p.h., and by the powerful Hudson type which pulled the "Twentieth Century Limited" until superseded by diesels. Visitors to the exhibit will be permitted to walk through the cabs of the locomotives.

Motorist Seen Bearing Truck Costs

A.A.A. president says more highways could be built with present funds, if they did not have to carry heavy trucks

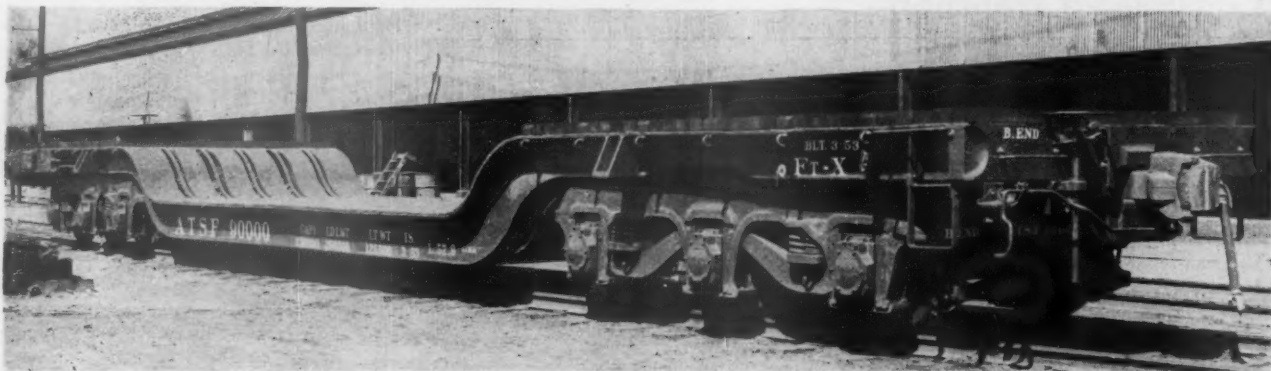
The president of the American Automobile Association, Ralph Thomas, asserted last week that the passenger car owner "is called upon to pay more than his just share of highway costs," and that truckers "strenuously oppose any efforts that will compel them to pay their fair share of the modern road costs."

Mr. Thomas spoke September 9 at A.A.A.'s annual meeting in Los Angeles. "There is evidence," he also said, "which indicates that if highways today did not have to be built to carry the

heavy truck, but only to standards to carry the automobile, we could build tens of thousands more miles of improved highways than we are building today with the same amount of money."

Raps Minor-Road Promoters—The A.A.A. president also assailed what he called "powerful forces at work to have more and more highway funds spent on minor roads, which means that there will be less spent on major highways, including the National System of Interstate Highways."

Other "powerful groups" attacked by



THIS HEAVY DUTY depressed center flat car recently completed by the Santa Fe's Topeka (Kan.) shops has a capacity of 250,000 lb. Intended for handling transformers and similar high and heavy shipments, the car has a cast steel underframe and three-inch creosoted decking on the upper levels. The six-wheel cast steel

trucks are equipped with Timken roller bearings with grease lubrication; wrought steel wheels; straight-center solid axles with 6½-in. by 12-in. journals; and AB brake equipment consisting of a separate cylinder and reservoir for each truck. Weighing 125,500 lb., the car is 57 feet 9 inches long, and eight feet wide at the decking.

People in the News

Dr. Adolph Meyer to Receive Henderson Medal

Dr. Adolph Meyer will be awarded the George R. Henderson Medal by the Franklin Institute, Philadelphia, for his accomplishments in the gas-turbine field. The medal will be presented at annual Medal Day Ceremonies in Franklin Hall October 21. The citation which will accompany the award reads: "In consideration of his basic contributions to scientific research on the gas-turbine power plant, and in particular, to his pioneer work in development of the first successful gas-turbine locomotive."

At Brown Boveri & Co., Baden, Switzerland, where he was managing director and chief engineer until his retirement in 1946, Dr. Meyer developed the first continuous combustion gas-turbine locomotive for the Swiss Federal Railways. The locomotive, placed in service in the fall of 1941 and still in continuous operation, has a rated output of 2,200 hp. at the turbine shaft connected to the main generator drive. It has a 2-8-2 wheel arrangement with four traction motors and weighs 101 tons, 70 tons of which are on the drivers.

Tuggle Takes Oath As I.C.C. Member

Kenneth H. Tuggle took his oath of office as an Interstate Commerce Commissioner on September 8, thus bringing the I.C.C. to its full complement of 11 members. He succeeded former Commissioner Walter M. W. Splawn, who retired June 30.

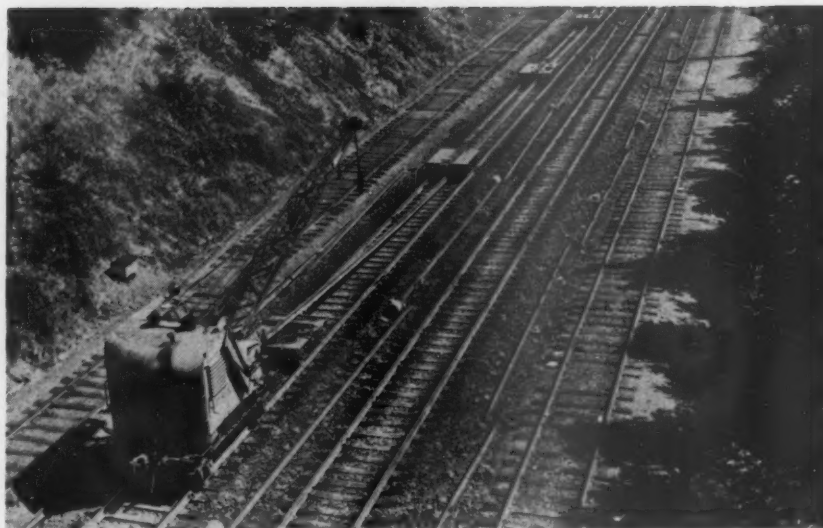
Mr. Tuggle was sworn in by Judge R. B. Keech of the United States District Court for the District of Columbia at a special commission session. The ceremonies also included addresses of welcome by Chief Counsel E. M. Reidy, who spoke for the commission, and Giles Morrow, president of the Association of Interstate Commerce Commission Practitioners, who spoke for the association.

Commissioner Tuggle responded with brief remarks. Commission Chairman J. Monroe Johnson presided at the session. Mr. Tuggle, a Republican from Kentucky, was lieutenant governor of that state from 1943 to 1947 (*Railway Age*, August 3, page 19, and August 24, page 11).

C. H. Grossman to Head Loco. Inspection Bureau

Charles H. Grossman has been given a "recess appointment" as director of the Bureau of Locomotive Inspection of the I.C.C. The appointment was made last week by President Eisenhower.

It requires Senate confirmation, and



BURRO CRANE MOVES RAIL welded into 1,500-ft. lengths along the main line of the Spokane, Portland & Seattle. Note how the rail is suspended on hangers and rides beneath the flooring of push cars just high enough to clear turnout rails. Continuous rail, pressure-welded, has already been laid on the second main track (foreground). The scene is

taken from a 14-min. color-sound film made by the SP&S and entitled "Rails of Tomorrow." Prints of the film are available to interested railroad officers from the Oxweld Railroad Service Company (division of Union Carbide & Carbon Corp.), Chicago 1, whose "Ribbonrail" welding service was here used by the SP&S.

will have to be submitted to the Senate when Congress convenes for its next session. The President submitted Mr. Grossman's name to the Senate during the closing days of the latest session. The nomination was referred to the Senate Committee on Interstate and Foreign Commerce, but adjournment came before the committee acted (*Railway Age*, August 10, page 13).

Succeeds E. H. Davidson — Mr. Grossman, who is 62, succeeds Edward H. Davidson, who retired September 30, 1952, upon reaching the age of 70. Allyn C. Breed, one of the two assistant directors of the bureau, has been acting director since Mr. Davidson's retirement.

Mr. Grossman has been a member of the bureau's staff of inspectors with headquarters at Albuquerque, N.M. He was the senior inspector in length of service, having joined the staff in April 1918. He is a member of the Brotherhood of Locomotive Firemen & Enginemen.

Splawn Suggests "Stable" Regulation Now Needed

Walter M. W. Splawn, former member of the I.C.C., indicated last week that he believes the time has come to make the Interstate Commerce Act and related statutes "sure and stable."

Dr. Splawn, who retired June 30 after nearly 20 years of service as a commissioner, delivered a September 8 address to the Lions Club of Oklahoma City, Okla. It had in it a series of questions which pointed up results of some of his reflections on transport

regulatory problems, including the view noted above.

(Voice of Experience) — Other questions posed by Dr. Splawn were these:

In two generations of tremendous growth of transportation under private ownership and operation and subject to regulation, is there not enough experience now to guide?

Is it necessary to have attention diverted by proposed amendments?

Cannot an adequate and minimum appropriation be assured without the uncertainty, the attrition and resulting hardships to many shippers and carriers such as we have observed since Pearl Harbor?

Is it not possible to make service in the Interstate Commerce Commission sufficiently attractive to draw the most competent people to the staff and to hold them?

Is it not possible to maintain them in such numbers as to assure prompt, efficient, and impartial disposition of the controversies?

Rates & Fares

Canadian Hearings To Be Resumed

Hearings on the proposal for Canadian freight rate equalization and on the rate base case will be resumed by the Board of Transport Commissioners on, respectively, September 14 at Quebec, and October 5 at Ottawa. The rate base case hearing will be held to get additional evidence on whether the Canadian Pacific's investment in railway property should include donations and grants made by the federal govern-

ment when the CPR's transcontinental line was built.

In previous hearings the CPR said its investment in railway property was \$1,100,000,000, including \$78,000,000 in government donations and grants. The

board's chairman, Justice John D. Kearney, has said he needs more information to enable him to make up his mind about including, or not including, government donations and grants.

Operations

RR Service Complaints Rise

F.R.P. survey shows compliments from travelers still outnumber complaints, but latter are highest since 1948

Passenger complaints about railroad service comprised 37 per cent of reports returned by railroad travelers to the Passenger Relations Department of the Federation for Railway Progress during the first half of 1953. Although compliments about railroad service still outnumber complaints, complaints are the highest percentagewise since 1948, according to the sixth annual survey just completed by the federation.

5,500 "Report Cards" — The F.R.P. study is based on tabulation of 5,500 railroad service reports. The "report cards," self-addressed and postage prepaid, provide space on which the traveler may supply the following information: Railroad name, train and date of trip; comment on employee cooperation; comments on service efficiency; and name and address of reporting traveler. Complaints, compliments and suggestions written on the cards are processed by the Passenger Relations Department and referred to the presidents of the railroads involved.

The survey indicates that travelers readily forgive such things as a delayed departure or a prolonged wait

for dining car service, if the train crew is helpful, gracious and cooperative. Hundreds of reports are received each year complimenting the thoughtfulness or cooperation of employees "beyond the call of duty." Percentage of favorable reports received on railroad personnel in the last five years, the federation said, rose from 68 per cent in 1948 to 81 per cent at the end of the first six months of 1953. Criticism has dropped off from 27 per cent the first year of the survey to 18 this year.

Complaints about equipment and facilities dropped from 65 per cent in 1948 to 54 per cent in 1953, although unfavorable reports on stations have risen from 68 per cent to 89 per cent and on diners, from 45 per cent to 75 per cent. Railroad operation elicited 22 per cent more favorable reports this year than five years ago.

Survey to be Broadened — The federation plans to triple its distribution of "report cards" this year in an attempt to get more railroad travelers actively interested in the service supplied by railroads. Writer of the best report each month will be awarded a U.S. defense bond.

Most Roads Like New REA Pact

Carpi sees better days ahead for express agency under contract that satisfies "practically all" carriers

The new Railway Express Agency contract contains terms and conditions "satisfactory to practically all interested carriers," Fred Carpi, traffic vice-president of the Pennsylvania, told the I.C.C. last week.

Mr. Carpi, a director of the express agency, was lead-off witness at a commission hearing on the proposed new REA contract. The present contract expires February 28, 1954, and the railroads are proposing a new contract extending to December 31, 1973 (*Railway Age*, August 3, page 11).

"Assent to the pooling arrangements [in the new contract] has been formally

and authoritatively expressed by railroads accounting for more than 99 per cent of the gross less-carload revenues of the agency," Mr. Carpi said.

Fifty-two more railroads filed a "supplemental application" with the I.C.C. last week. They expressed a desire to join with the 73 carriers which originally filed the new contract.

REA Is Sound Business — The PRR vice-president testified that under present circumstances neither the interests of the public nor of the railroad industry would be served by dissolution of the express agency and discontinuance of express business, or by

substitution of any other type of "basically different arrangement."

Principal differences between the proposed new agreement and the existing contract, Mr. Carpi said, relate to uniformity of treatment among the signatory carriers, the furnishing of better and more economical service to the public, and closer control over REA expenditures.

Mr. Carpi said another important change in the new agreement is one which removed the "inflexible" requirement as to duration. A carrier may withdraw from the new agreement after four years and 10 months, on 18 months' written notice.

Can Turn A Profit — "The carriers believe that under fair conditions of government competition, rates reasonably related to costs of service, and continuance of the present substantial demand for rail express service, the business can be operated on a paying basis under the terms of the proposed agreement," Mr. Carpi declared.

I.C.C. Examiner Harold Hosmer presided over last week's hearing, at which A. E. Hammell, president of the express agency, and C. J. Jump, vice-president, administration and finance, joined Mr. Carpi in supporting the new express contract.

Hammell Optimistic — Mr. Hammell reviewed the agency's efforts to bring about "more efficient and economical operations," and said he was satisfied that REA would give the public "better and better service as time goes on."

"I am convinced," Mr. Hammell declared, "that there is a public demand for express service such as the agency provides and that we will be able to offer a type of service that will meet the competition existing and under a proper basis of rates give the railroads a fair return for the service rendered."

Intervenors Seek "Clarity" — The Department of Agriculture, the National Fisheries Institute and several agricultural associations have intervened in the proceeding. These groups said last week they are not opposing the new contract, as such, but they want "several points" clarified — and when they get such clarification they may then want to raise objections.

Shortly before last week's hearing, the I.C.C. dismissed "without prejudice" a Missouri Pacific petition in which that road requested a ruling on what its obligations would be if it declined to renew its relationship with REA. The petition was filed last February, and the road subsequently endorsed the proposed new contract. It then asked that the petition be dismissed.

... **Shippers** are asking for the new stop-off poster put out by the Freight Loss & Damage Section of the Association of American Railroads in such a volume that it has been necessary to order a second printing of 100,000 copies.

Figures of the Week

1953 Net Income Reaches \$490 Million

Gross revenue for seven months is 5.8 per cent higher, while operating expenses are up 1.9 per cent

Class I railroads in the first seven months of this year had estimated net income, after interest and rentals, of \$490,000,000, according to the Bureau of Railway Economics of the Association of American Railroads.

This compared with a net income of \$348,000,000 in the like period of 1952.

Net railway operating income, before interest and rentals, was \$643,257,679 for the first seven months of this year. The comparable 1952 figure was \$503,724,404.

Estimated results for July showed a net income of \$71,000,000, compared with \$39,000,000 in July 1952. Net railway operating income for the 1953 month amounted to \$94,427,908, compared with \$61,161,231.

Gross Is Higher—Gross in the first seven months of 1953 amounted to \$6,253,137,382, compared with \$5,911,265,980 in the same period of 1952 an increase of 5.8 per cent. Operating expenses amounted to \$4,724,251,168, compared with \$4,634,987,983, an increase of 1.9 per cent.

In the 12 months ended July 31, the rate of return averaged 4.64 per cent, compared with 3.92 per cent for

the 12 months ended on July 31, 1952.

Fifteen Class I roads failed to earn interest and rentals in the seven months, of which eight were in the Eastern district, one in the Southern region, and six in the Western district.

CLASS I RAILROADS IN THE UNITED STATES

| | Month of July | |
|--|---------------|---------------|
| | 1953 | 1952 |
| Total operating revenues | \$925,949,187 | \$790,718,295 |
| Total operating expenses | 701,399,387 | 634,398,332 |
| Operating ratio—per cent | 75.75 | 80.23 |
| Taxes | 107,538,765 | 79,454,721 |
| Net railway operating income (Earnings before charges) | 94,427,908 | 61,161,231 |
| Net income, after charges (estimated) | 71,000,000 | 39,000,000 |

| Seven Months Ended July 31 | | |
|--|-----------------|-----------------|
| Total operating revenues | \$6,253,137,382 | \$5,911,265,980 |
| Total operating expenses | 4,724,251,168 | 4,634,987,983 |
| Operating ratio—Per cent | 75.55 | 78.41 |
| Taxes | 749,886,845 | 671,321,739 |
| Net railway operating income (Earnings before charges) | 643,257,679 | 503,724,404 |
| Net income, after charges (estimated) | 490,000,000 | 348,000,000 |

Freight Car Loadings

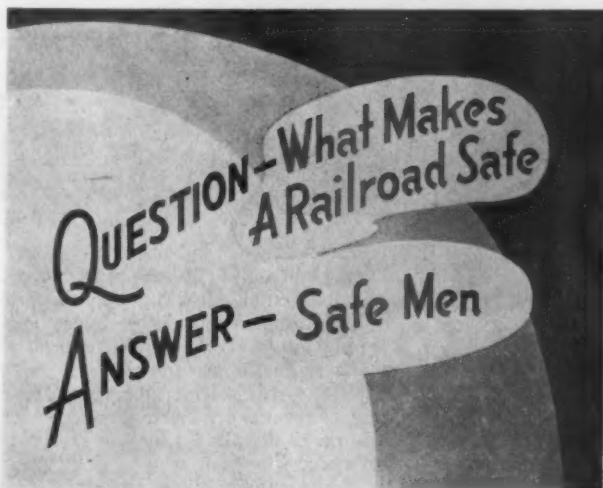
Freight car loadings for the week ended September 5 were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended August 29 totaled 818,461 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

| REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, August 29 | | | |
|--|---------|---------|---------|
| District | 1953 | 1952 | 1951 |
| Eastern | 136,750 | 119,600 | 140,190 |
| Allegheny | 162,941 | 140,458 | 172,581 |
| Poconong | 62,296 | 21,832 | 65,486 |
| Southern | 124,170 | 110,321 | 124,097 |
| Northwestern | 145,228 | 147,911 | 138,591 |
| Central Western | 127,121 | 122,910 | 123,699 |
| Southwestern | 59,955 | 62,318 | 64,837 |
| Total Western Districts | 332,304 | 335,139 | 327,127 |
| Total All Roads | 818,461 | 727,360 | 829,481 |
| Commodities: | | | |
| Grain and grain products | 50,508 | 50,252 | 52,186 |
| Livestock | 9,136 | 10,851 | 10,159 |
| Coal | 132,191 | 39,229 | 150,775 |
| Coke | 12,749 | 13,126 | 15,458 |
| Forest products | 46,707 | 48,716 | 45,711 |
| Ore | 94,042 | 94,542 | 84,845 |
| Merchandise l.c.l. | 70,458 | 74,375 | 76,304 |
| Miscellaneous | 395,650 | 396,239 | 394,083 |
| August 29 | 818,461 | 727,360 | 829,481 |
| August 22 | 817,431 | 834,229 | 838,587 |
| August 15 | 877,387 | 805,756 | 829,398 |
| August 8 | 785,349 | 781,648 | 807,345 |
| August 1 | 793,754 | 733,076 | 813,388 |

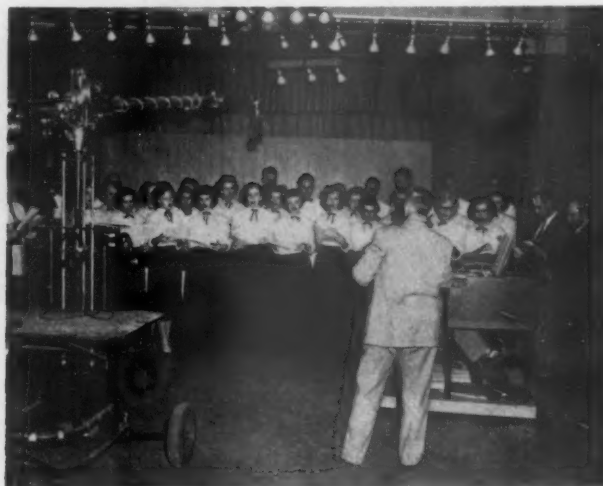
Cumulative total
35 weeks ... 25,914,813 24,654,062 27,031,853

In Canada.—Carloadings for the seven-day period ended August 21 totaled 84,911 cars, compared with 79,325 cars for the previous seven-day



DELIBERATELY AVOIDING the traditional means of safety training—preaching specific “do’s” and “don’ts” of safe and unsafe acts—the Missouri Pacific has produced a new 15-min. color sound slide film, “The Voice of Safety,” which attempts to foster an employee’s own instinct of self-preservation. In its closing sequences, the film also features the Texas & Pacific “Choraliers” singing a specially written “Song of the Voice of Safety,” words of which are shown on the screen for audience participation.

Basic thesis of the new film is that safety is an inner voice, “the age-old instinct which, if heeded, will guard us from dangers and enable us to cope with modern hazards.” It emphasizes a worker’s interest in his family,



his job and his fellow-men as “ingredients” of a safe individual. The film then lists other factors—such as physical fitness, a sincere desire to work safely, detailed knowledge of the job, observance of established rules, etc.—as important factors in building response to the self-preservation instinct.

The script was written by F. O. Garrett, rules instructor for the MP, in cooperation with E. W. Hobbs and J. H. Williams, safety superintendents for the MP and T&P, respectively.

Two other 30-min. productions are forthcoming. One, on courtesy, will be released shortly; the second, still in early production stages, will deal with causes and remedies for hot boxes.

period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|-----------------------|---------------------|-----------------------------------|
| Totals for Canada: | | |
| August 21, 1953 | 84,911 | 31,946 |
| August 21, 1952 | 84,462 | 34,832 |
| Cumulative Totals: | | |
| August 21, 1953 | 2,540,250 | 1,056,734 |
| August 21, 1952 | 2,613,003 | 1,100,086 |

Traffic

One-Third of Car Renters Travel By Railroad

Almost one-third (30.3 per cent) of intercity travelers who rent cars at their destinations go by train, a survey by the Hertz Rent-A-Car System has disclosed. The 56-city study also showed that plane travelers who rent automobiles outnumber those who go by rail exactly two to one.

More than 80 per cent of car rentals by out-of-towners in the cities studied were for business reasons. Two-thirds

of the renters have cars of their own, and almost 50 per cent make advance reservations.

Organizations

Fraser to Address Railway Tie Association Meeting

The thirty-fifth annual meeting of the Railway Tie Association will be held at the Biltmore Hotel, Atlanta, Ga., October 14-16. Donald V. Fraser, president of the Missouri-Kansas-Texas, will be featured speaker at the annual luncheon on October 15.

Details of the convention program follow:

WEDNESDAY, OCTOBER 14

1:00 p.m.—"Tie Buying Power of Class I Railroads." Address by Julius H. Parmelee, vice-president and director, Bureau of Railway Economics, Association of American Railroads.

Mechanical Handling of Ties—committee report.
"Will There Be Ample Steel Production To Make Rails Required in '54?" Address by Tom Campbell, editor, The Iron Age.

Time Conservation—committee report.
"Looking Back at '53 and Forward to '54 in Cross Tie Production." Address by T. J. Turley, Jr., Bond Brothers.
Manufacturing Practices—committee report
6:30 p.m.—resident's reception.

THURSDAY, OCTOBER 15

9:30 a.m.—"Single Objective Safety." A narrated slide story presented by Dan Farrell, United States Steel Corporation.
"Use For Cross-Tie By-Products and Waste." Address by John T. Dow, Forest Products Laboratory.
"Are Measures Now Being Used to Prolong the Life of Cross-Ties Justified From an Economic Standpoint?" Address by G. H. Echols, Southern.
"Three Years' Experience on the Santa Fe in Using Tie Inspectors to Determine the Cause of Failures of Ties at the Time They Are Removed." Address by T. A. Blair, Santa Fe.
"Five Years of Cross-Tie Research and the Next Steps." Address by G. M. Magee, A.A.R.
12:00 Noon—Annual luncheon, with an address by Donald V. Fraser, president, M-K-T.
2:00 p.m.—Visit to the plant of the Southern Wood Preserving Company.
7:30 p.m.—Annual dinner.

FRIDAY, OCTOBER 16

9:30 a.m.—Checking and Splitting of Cross-Ties—committee report.
"Use of Mixed Hardwoods for Cross-Ties on the B&O." Address by C. E. Harveson, Baltimore & Ohio.
Understanding of Problems Between Tie Producers and Users—committee report.
"Narrowing the Margin Between Tie Cost and Selling Price." Address by E. W. Jones, T. J. Moss Tie Company.
Business Session.



New Haven Diner Has Open Kitchen

For economical operation, size of crew can be varied according to expected use of car

All food preparation and cooking are done out in the open, in full view of the customers, in the New Haven's latest dining car, called the "Narrows Light," introduced recently by John G. Hutchinson, assistant vice-president in charge of dining service for the road. The car seats 32 at the tables and has a lounge section for the serving of beverages.

The all-electric stainless steel kitchen, designed and built by Erlenmeyer Associates, Inc., is "open to the public" in the sense that it has no partitions between kitchen and dining space. This open kitchen not only provides health-

ful working conditions for the crew, but demands personal and equipment cleanliness at all times.

Another important feature of the car is its controlled, economical operation, the result of flexibility in the number of persons required to operate it. The size of the crew can be varied from two waiters, if the car is being used just as a beverage car, to a full crew of eight to ten, according to the number of passengers expected to use the service on any particular trip.

Some days, for example, a diner may feed between 50 and 60 people, and on busy days as many as 150. The new

car is laid out so it can do either job with minimum operating payroll costs.

The kitchen unit is stainless steel throughout and the equipment is all electric, including the broiler, oven, top of stove, refrigerator, deep-freeze and coffee-maker. The high-speed electric range permits all food to be cooked to order.

The compact kitchen arrangement eliminates unnecessary handling of food and reduces waste and steps. Waiters are never out of sight of those being served.

The waiters' buffet station, or "pantry," also of stainless steel, makes possible complete bar service and provides room for linen storage and silver supply at point of service.

Interior decoration features light blue walls in the main body of the car, with the kitchen portion a bright yellow.

"Freight Forwarders Night" is the designation for the October 1 meeting of the **Traffic Club of Brooklyn**, to be held at the Hotel Granada. Speaker will be Brig. General Calvin DeWitt, Jr., commanding officer, New York Port of Embarkation.

The annual meeting and forum of the **National Defense Transportation Association** will be held at the Brown Hotel, Louisville, Ky., October 11-13.

The **Citrus Belt Traffic Club of Southern California** will hold its annual golf outing at Red Hills Country Club, Upland, Cal., September 18, to be followed by dinner and the usual monthly meeting.

The **Society of Industrial Packaging and Materials Handling Engineers** will hold its eighth annual exposition in Mechanics Hall, Boston, October 20-22.

Interstate Commerce Commissioner Anthony F. Arpaia will be principal speaker at the 55th regular meeting of the **New England Shippers Advisory Board**, at Poland Spring House, Poland Spring, Me., September 23-25. Mr. Arpaia will speak at the banquet session on the evening of September 24. Among topics for committee meetings are freight loss and damage prevention, less-carload freight shipments and freight-car utilization. E. W. Coughlin, manager of railroad relations, Car Service Division, A.A.R., will report on transportation conditions nationally, and S. T. Keiley, general superintendent, Boston & Albany, will report for New England carriers.

A. J. Lindsley has been elected president of the **Benefit Association of Railway Employees**, succeeding the late F. B. Ahara.

Equipment & Supplies

FREIGHT CARS

5,557 Freight Cars Delivered in August

New freight cars delivered in August for domestic use totaled 5,557, compared with 6,370 in July, and 4,537 in August 1952, the American Railway Car Institute and the Association of American Railroads have announced jointly.

Domestic orders were placed in August for 3,913 freight cars, the largest number for any month since January, the announcement added. The backlog of freight cars on order and undelivered on September 1 was 45,735. A breakdown by types of cars ordered

and delivered in August and of cars on order September 1 follows;

| Type | Ordered | | On Order & Undelivered | |
|--------------------|----------|----------|------------------------|--|
| | Aug. '53 | Aug. '53 | Sept. 1, '53 | |
| Box—Plain | 2,700 | 1,062 | 12,873 | |
| Box—Auto | 305 | 325 | 2,562 | |
| Flat | 0 | 0 | 0 | |
| Gondola | 300 | 1,930 | 11,754 | |
| Hopper | 150 | 980 | 6,294 | |
| Covered Hopper .. | 415 | 661 | 3,886 | |
| Refrigerator | 0 | 90 | 2,935 | |
| Stock | 0 | 0 | 0 | |
| Tank | 31 | 447 | 3,663 | |
| Caboose | 12 | 9 | 166 | |
| Other | 0 | 53 | 1,582 | |
| Total | 3,913 | 5,557 | 45,735 | |
| Carbuilders | 1,646 | 3,368 | 26,768 | |
| Railroad Shops .. | 2,267 | 2,189 | 18,967 | |

Continental Blacks, Inc., of Amarillo, Tex., has ordered 15 covered hopper cars for carbon service from the Thrall Car Manufacturing Company. Delivery is scheduled for the first quarter of 1954.

The **Illinois Central** has ordered 100 70-ton covered hopper cars from the American Car & Foundry Co. The cars, according to F. H. Norton, A.C.F. vice-president in charge of sales, will have round hatches which will facilitate loading and unloading and provide better protection for the commodity carried.

The **New Haven** is inquiring for 500 to 1,000 70-ton drop-end gondola cars.

The **Southern Pacific** has authorized purchase of 1,250 50-ft. box cars, which will be constructed in the SP's Sacramento, Cal., shops.

PASSENGER CARS

The **Canadian Pacific** has ordered four rail diesel cars from the Budd Company. Three cars will have seating capacity for 89 passengers and the fourth will be divided into a baggage, express and mail compartment. Two of the 89-passenger cars, coupled together, will be used in Toronto-London-Detroit service, and the third will be placed in Laurentian service north of Montreal. The sectioned car will operate between North Bay-Mattawa and Angliers in northern Ontario.

Supply Trade

Bird & Son, Inc., East Walpole, Mass., will build a roofing plant at Charleston, S.C., which is expected to be in operation by the summer of 1954. A modern roofing machine, 500 ft. long, will be built for production of asphalt shingles and roll roofings. The plant, which will have more than 100,000 sq. ft. of floor space, will also produce plastic cements and roof coatings. Included in the plans are a warehouse with 42,000 sq. ft. of storage area and a granule plant.

The southeastern regional sales office of **Clark Equipment Company** has been moved from Norfolk, Va., to 161 Spring Street building, Atlanta, Ga.

Hall E. Downey has been appointed advertising manager of **General Railway Signal Company** at Rochester, N.Y., succeeding A. W. Taff, who has become director of industrial relations. Mr. Downey was formerly copy supervisor in the advertising department.

Victor C. Armstrong has been elected chairman of the board of **Poor & Co.**, to fill the vacancy caused by the death of **Fred A. Poor**.

OBITUARY

Horace G. Swan, engineer of tests of the Symington-Gould Corporation, died at his home in East Aurora, N.Y., on September 7.

Abandonments

Authorization

NEW YORK CENTRAL.—To abandon 7.4 miles of branch line, from Ida, Mich., to a point near Monroe. There has been no service over the line since February 1951.

ST. LOUIS SOUTHWESTERN.—To abandon 51.2 miles of branch line between Sherman, Tex., and Commerce, and in lieu thereof to operate under trackage rights over a 46.2-mile segment of the Texas & New Orleans between Sherman and Plano.

TIDEWATER SOUTHERN.—To abandon a 5.6-mile segment of its line, from Chemurgic, Cal., to Hilmar. Present or prospective traffic does not warrant the large expenditures required to rehabilitate the line, the I.C.C. said.

VALLEY.—To abandon its entire line, extending 0.6 mile from the village of Westline, Pa., to a connection with the Pennsylvania at Day Junction.

New Facilities

Kansas City Southern.—The Louisiana & Arkansas, a KCS subsidiary, has applied to the I.C.C. for authority to construct and operate a 16.48-mile rail line from Fox, Tex., to a connection with the KCS at Blanchard, La. The segment would form part of a proposed "cutoff" to reduce total mileage between Dallas, Tex., and Kansas City, Mo., and between Dallas and New Orleans.

In addition to the new line, the L&A seeks approval of an agreement for using 5.99 miles of KCS trackage between Blanchard and Shreveport. This segment would complete the "cutoff" line.

The proposed "cutoff" would replace an existing arrangement whereby the L&A uses 13.81 miles of its own line, and operates under trackage rights over approximately 21 miles of Illinois Central trackage. The L&A asked the I.C.C. for authority to abandon its own line,

and to abandon operations over the IC lines.

This trackage rearrangement will, according to the L&A, result in faster service and will eliminate "numerous onerous operating conditions." The new construction would be financed out of current funds.

Texas & New Orleans-Gulf, Colorado & Santa Fe.—The I.C.C. has authorized these roads jointly to construct and operate an 8.5-mile rail line from Guy, Tex., to the site of the Freeport Sulphur Company plant at Nash Dome. Total cost of the segment is estimated at \$269,138, of which \$190,436 is for materials and \$78,702 for labor. The sulphur company expects to produce a minimum of 56,000 net tons of sulphur a year during the next 10 years, and the two roads each expect to handle about 50 per cent of this tonnage.

Financial

Baltimore & Ohio.—*Acquisition.*—Division 4 of the I.C.C. has authorized this road to acquire direct ownership of all properties of the Buffalo & Susquehanna, a B&O subsidiary. The B&O will first purchase all facilities of the Wellsville, Coudersport & Pine Creek and the Addison & Susquehanna. All three roads are part of the B&O system, and acquisition of direct ownership by the B&O will permit elimination of the separate companies from the B&O's corporate structure. Tax savings and other "minor economic benefits" will result (*Railway Age*, June 29, page 60).

Canton & Carthage.—*Acquisition.*—Division 4 of the I.C.C. has authorized this road to acquire and operate a 1.7-mile rail segment between Carthage, Miss., and McAfee. The Canton will pay \$5,020 for the segment, which is owned by King Lumber Industries.

Erie.—*Trackage Rights.*—A 1943 agreement between this road and the Lehigh Valley has been amended to give the Erie broader use of a 2.9-mile segment of LV trackage near Avoca, Pa. Division 4 of the I.C.C. has approved the change, which permits the Erie to transport cinders in addition to commodities previously authorized.

Great Northern.—*Acquisition.*—The GN has applied to the I.C.C. for authority to acquire trackage owned by the Northwestern Coal Railway Company at Superior, Wis. GN told the commission that acquisition of this trackage would permit expansion and enlargement of GN's Allouez yard at Superior. Northwestern owns about five miles of trackage, which is used jointly by five trunk-line carriers. Present users would continue to operate over Northwestern tracks, the GN said. It added that its own operations, meanwhile, would be speeded and congestion would be relieved.

Macon, Dublin & Savannah.—*Acquisition.*—Division 4 of the I.C.C. has authorized this road to acquire the railroad bridge of the Wrightsville & Tennille at Dublin, Ga. The MD&S will strengthen and rehabilitate the bridge, after which both roads will continue using it. Division 4 approved a trackage-rights agreement on joint use of the bridge and approach tracks at each end.

Texas Pacific-Missouri Pacific Terminal of New Orleans.—Lease.

—Division 4 of the I.C.C. has authorized this terminal company to lease a 4-mile segment of Texas & Pacific trackage located west of the Mississippi river at New Orleans. The arrangement will permit the terminal company to extend its service to a newly opened industrial area—thereby affording line-haul rates to the area, since switching charges will be absorbed by railroads operating into New Orleans. Division 4 also authorized the T&P and the Missouri Pacific to use the 4-mile segment jointly with the terminal company.

Toledo, Peoria & Western.—*Trackage Rights.*—This road has received I.C.C. approval to extend for another 25 years its use of a 2.9-mile segment of Chicago, Burlington & Quincy trackage at Peoria, Ill. The TP&W has used the segment since 1928. The new agreement dates from July 1, 1953.

Securities

Authorization

CENTRAL OF GEORGIA.—To assume liability for \$3,460,000 of series Y equipment trust certificates to finance in part one diesel unit and 1,055 freight cars costing an estimated \$6,829,361 (*Railway Age*, August 10, page 17). Division 4 approved sale of the certificates for 99.47 with interest at 3½ per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 3.74 per cent. The certificates, dated September 1, will mature in 15 annual installments of \$364,000 each, beginning September 1, 1954. They were reoffered to the public at prices yielding from 3 to 3.7 per cent, according to maturity.

Application

READING.—To assume liability for \$3,420,000 of series V equipment trust certificates, to finance in part 24 diesel units costing an estimated \$4,307,709.

| | Description and Builder | Estimated Unit Cost |
|----|--|---------------------|
| 12 | 1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation) | \$161,862 |
| 7 | 1,600-hp. road-switchers (American Locomotive-General Electric Companies) | 164,257 |
| 5 | 2,400-hp. road-switchers (Fairbanks, Morse & Co.) | 235,597 |

The certificates, dated October 1, would mature in 30 semiannual installments of \$114,000 each, beginning April 1, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Security Price Averages

| | Sept. 8 | Prev. Week | Last Year |
|---|---------|------------|-----------|
| Average price of 20 representative railway stocks | 59.34 | 59.12 | 62.16 |
| Average price of 20 representative railway bonds | 89.74 | 89.63 | 92.70 |

Dividends Declared

CHICAGO, BURLINGTON & QUINCY.—\$2, quarterly, payable September 29 to holders of record September 18.

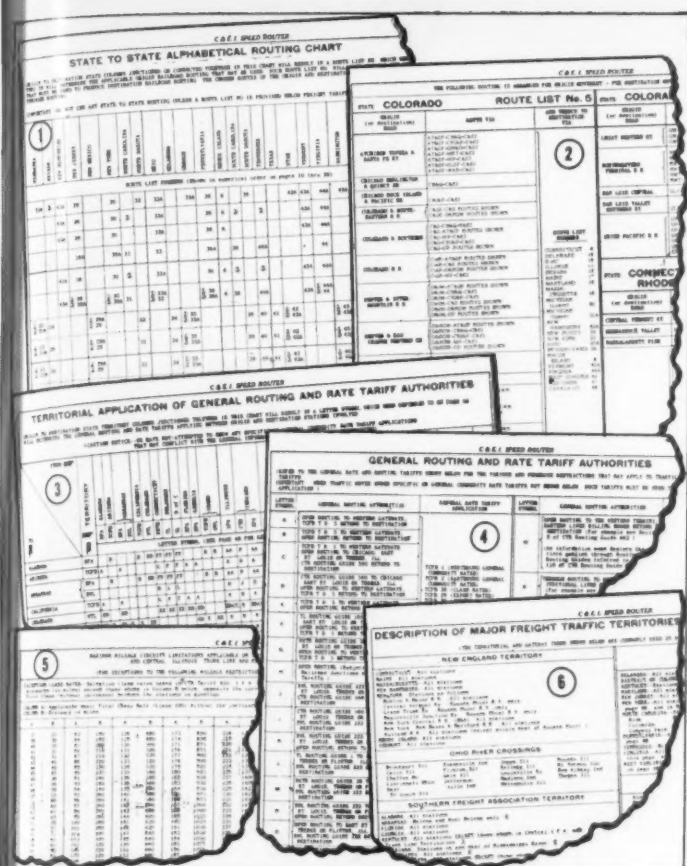
DOVER & ROCKAWAY.—\$3, semiannual, payable October 1 to holders of record September 30.

UNITED NEW JERSEY RR & CANAL.—\$2.50, quarterly, payable October 10 to holders of record September 21.



THIS LOCOMOTIVE WASH STAND is one developed by the Atlantic Coast Line at Florence, S.C. The two towers, or arches, project sprays, respectively, of cleaning solution and rinse water on the sides of a locomotive as it is moved slowly through them. Supplying the cleaning solution sprays are two 1,100-gal. mixing vats and two

pressure tanks which force either an acid or alkaline cleaner to the sprays. Shop air supplies the pressure. A former boiler washing pump feeds water to the rinsing sprays at a pressure of about 200 lb. per sq. in. Normally no hand brushing is required. A steam gun is used for truck and fuel tank cleaning.



The "Speedrouter" freight routing guide is newest C&E publication in series aimed at simplifying and expediting shippers' tariff work

TO FIND AN OPEN ROUTE, reference is first made to a state-to-state routing chart (1) which gives a route list number. Each route list (2) gives proper routings from principal gateways to or from each railroad. Tariff authority for any particular route can be obtained from separate tables (3) and (4). Supplementary information often needed in working on routing problems is also included, viz., maximum mileage circuitry limitations (5), and description of major freight traffic territories (6).

TARIFF AIDS MADE . . .

An Effective Sales Tool

Shipper response to the publication of its "Freight Rate Streamliner" and the "Fast Frater" has encouraged the Chicago & Eastern Illinois to prepare and issue the third in its series of "tariff shortcuts." Known as the "Speedrouter," this new booklet applies the tariff shortcut principles developed and proved in prior C&E publications to the problem of simplifying tariff routings. It has been possible to reduce the routing information contained in voluminous tariffs to a 120-page "quick reference" booklet.

The "Speedrouter" contains all authorized, open direct routes between all parts of the country in which the C&E participates. In the interest of making a small, easy-to-use reference, much detailed information has been omitted, but all essential information for most routing problems is compacted into the booklet.

Sales Promotion

These booklets are being prepared and distributed by the C&E through its district traffic offices strictly as a sales and promotional effort. The success achieved by the pioneering "Freight Rate Streamliner" demonstrated that this type of publication is of material help to shippers, and gives C&E solicitors a big sales point in calling on traffic prospects. In planning its series of

tariff shortcuts the C&E is leaning heavily on the suggestions and comments offered by the shipping public. The "Speedrouter" is the direct result of suggestions and advice received from these sources.

In using the "Speedrouter" the shipper is presumed to know the name of the railroad and the state where his shipment will originate and terminate. With this information in hand, reference to railroad and state tables will give proper open routings.

In addition to the basic state-to-state alphabetical routing chart, and 80 routing lists used to obtain routes, the "Speedrouter" contains: (1) a resume of general tariff rules; (2) a page of general routing instructions; (3) a chart giving the territorial application of general routing and rate tariff authorities; (4) general routing and rate tariff authorities; (5) maximum mileage circuitry limitations; (6) description of major freight traffic territories and gateway "break" points; (7) map showing rough demarcation of major rate territories; and (8) alphabetical index of railroads, showing abbreviations and applicable route lists.

The publication was designed and prepared by William F. Custer, assistant general freight agent, who created and prepared the "Freight Rate Streamliner" and "Fast Frater" (*Railway Age*, September 1, 1952, page 99; and December 2, 1950, page 50).



CAR BUILDERS TAM

A

SCREECHING

HALT

Every once in a while a heavy freight train *must* come to a *screeching halt*. It could be an emergency stop to avoid an accident ... a tricky stretch of track ... a quick change of signals at the freight yards.

It *does* happen, and the wheels must *safely* survive this terrific punishment and still provide top service in terms of car miles delivered.

Through constant improvement in terms of more brackets, thicker and heavier and more continuous flange support, heavier tread on both rim and flange sides, **A.C.f.** Chilled Tread Car Wheels have proved their ability to come to a screeching halt and still deliver the goods.

The result is outstanding performance in terms of better braking efficiency, more ton miles in freight service, fewer wheel failures, extra strength for big loads, less rail and wheel wear.

Now, more than ever, it pays to buy **A.C.f.** Chilled Tread Car Wheels. They not only cost less to begin with but assure you *substantial* cash savings over any other wheel ... regardless of type or current 'trade-in' values. Furthermore, they've proved their worth in the scientific laboratory ... on gruelling field tests ... and in terms of 'satisfied railroaders' who've used them continuously for years.

Why not investigate this yourself. The complete facts can save you money. Just call in an **A.C.f.** Representative for a talk. American Car and Foundry Company, New York
Chicago • St. Louis • Cleveland • Philadelphia • Washington • San Francisco.



A.C.f.

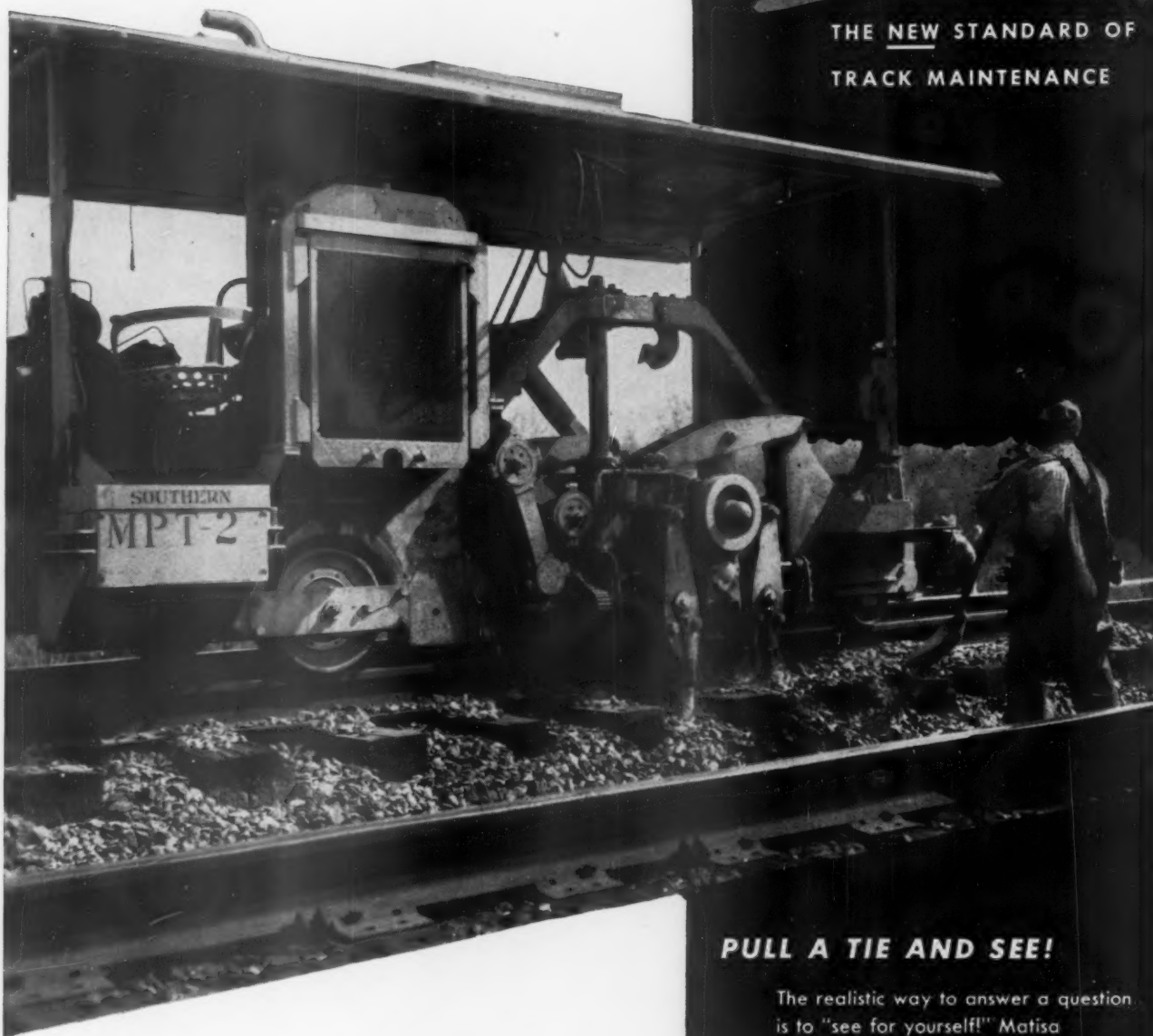
AMERICA'S RAILROADS

HERE'S WHY

Chief Engineers Choose . . .

Matisa

THE NEW STANDARD OF
TRACK MAINTENANCE



Let us send you our latest Progress Report—and ask for a field trip on film *in your office!*

PULL A TIE AND SEE!

The realistic way to answer a question is to "see for yourself!" Matisa suggests you check your present tamping on the proving ground. With a Matisa-tamped tie you will discover that the ballast is precision-packed not only under the tie, but directly under the rail—pull a tie and see!

THE MATISA EQUIPMENT CORPORATION

TRACKWORK SPECIALISTS ALL OVER THE WORLD

224 South Michigan Blvd. • Chicago 4, Illinois



When Are Car Shortages Serious?

It would seem that the Korean armistice has relegated the need for further preparation for a national emergency to the background of the railroad mind. Last November, it will be recalled, the executives of the A.A.R. member lines reaffirmed a program which established an ownership goal of 1,850,000 freight cars by the end of 1954. To reach this goal the purchase of over 288,000 cars would be required, of which 135,000 would be needed to replace retirements and 93,000 to bring the ownership up to the stated objective.

During the first seven months of 1953 orders were placed for 18,219 freight cars for domestic use on American railroads. In January the orders amounted to 5,536; in July to 1,632. The average for the seven months was 2,625 per month. This is about one quarter less than the orders placed during the comparable period of 1952. Freight cars have been retired during the seven months of this year at a rate of over 5,000 a month—nearly twice the rate at which orders have been placed.

What's Best for the Railroads?

On the face of the record it seems clear that last November's program for building up the freight-car supply is a dead issue. Let us assume for the sake of argument that this is a justifiable attitude so far as national defense is concerned. What of the railroads' own interests?

Daily car shortages of all car types averaged over 2,000 during the first 33 weeks of this year. These are not acute by comparison with those of 20,000 to 30,000 which were experienced at times during 1951. The latter were acute to the point that the railroads and the Interstate Commerce Commission both became objects of political attack. Shortages such as those prevailing during the current year will scarcely stir up sectional resentment far enough for its reverberations to be heard in Washington.

It is this aspect of the situation which is reflected in the statement of Arthur Gass, chairman of the Car Service Division, in the latest issue of "The National Transportation Situation," when he said that the heavy grain movements, including the spring wheat crop and the movement of oats

to drought areas of the Southwest, can be handled without serious car shortages. Box cars, he said, continue in heavy demand in all sections of the country with some "minor shortages."

Keeping car shortages down below the political squawking point represents a worthy goal from a national transportation standpoint. But, from the standpoint of the railroads, individually, as business concerns the function of which is to render an important economic service, it is far from satisfactory.

Take the case of the box car. Total carloadings during the second quarter of the current year were up about four and a quarter per cent over those of the same period of 1952, and were up 17.5 per cent during the first seven weeks of the third quarter. The ownership of box cars, which are responsible for about 70 per cent of the shortages reported, actually declined by over 4,000 during the year ended August 1.

Lost Opportunities

During the first 33 weeks of the current year the daily box car shortages averaged about 1,500 as compared with a few more than 1,250 a year ago. To the extent that each one of these daily shortages means a car not available to a shipper at the time he wanted it, it represents an opportunity to serve a shipper lost to the railroad which could not furnish the car. To the shipper it is a cause of irritation and to the railroads' competitors, a further opportunity to take business away from the railroads. A daily average of 1,500 *lost opportunities* to move the kind of commodities shipped in box cars is too serious a matter to be dismissed lightly by an industry subject to the competition which the railroads have to meet.

The box car situation is probably the most acute one at present, but flat cars also are not keeping up with the demand too well. No exceptions need be made, however, to the statement that no car shortage of any type of car, no matter how small, should be tolerated. The risk of a permanent loss of business to the railroads is too great. The answer would seem to be the planning, budgeting and regulating of car purchases to meet current as well as long-range traffic requirements.

On top of all this, possible military contingencies cannot be ignored. The observers of the defense activity situation who have most often been right in the past are by no means as assured as popular opinion seems to be that peace is now upon us. Quite the contrary, in fact.

Questions

and Answers

FOR THE TRANSPORTATION DEPARTMENT

Many loaded freight cars are placarded by shippers with "DO NOT HUMP" cards. Is there a need for such placarding in the interest of prevention of damage to contents?

(Continued from August 17 *Railway Age*.)

Occasionally there arises a question as to whether or not use of a particular ownership of car for loading to some point is in violation of car service rules. Here's one: A Great Northern box car was loaded by an industry whose plant was on Nickel Plate rails at Cleveland, and sent to Portland, Ore., routed NKP; Burlington; Northern Pacific; Spokane, Portland & Seattle.

Present demurrage rules list seven days as holidays. Some states have "Lord's Day" laws, subjecting employers of labor working on such days to a fine. What is the status, under demurrage rules, of such state holidays?

No—Humping isn't harmful...

(3): There is no need for such placarding. In fact, in yards where car riders or retarders are used, there is less possibility of damage to contents of cars than there would be in yards where flat switching is performed.—*P. R. Goulett, assistant vice-president, New Haven.*

(4): We seriously doubt that such placarding reduces damage to contents. . . . One of our officers tells me he has often wondered why a railroad permits such placarding on its equipment. Such cards are advertisements that hump yards are dangerous and should be avoided at every opportunity. The railroads are going to great expense to build hump yards, which would not be the case if they were dangerous to lading. . . . Our manager of freight protection has expressed the opinion that if these placards are considered needed, they might well be changed to read: "Do not shock," or possibly "Do not heavily impact." He feels such wording would get more attention from crews handling cars

than the present "Do not hump." As a matter of fact, all cars should be handled carefully, on the theory that each one is loaded with a damageable commodity.—*G. B. Matthews, vice-president, Cotton Belt.*

(5): The placard "Do Not Hump" serves to indicate cars which contain commodities which may be damaged by overspeed impact. We believe this placarding has been overemphasized. . . . There would be less damage if hump operators paid more attention to the cars' contents and operated retarders accordingly.—*Vice-president—operation of an eastern railroad.*

(*Railroad officers answering this question are unanimously agreed that the "Do Not Hump" placard has outlived whatever usefulness it may have had in the past. Messrs. McCarty and Matthews have suggested alternative forms of placards. Does any reader have a substitute for the "Do Not Hump" card, which he thinks might win cars more gentle handling? Some of you agent and yardmaster readers should have some ideas.—G.C.R.*)

Yes, this is a rule violation.

This must be considered a technical violation of car service rules. Cleveland is in District 15 on the car selection chart published by the Car Service Division, Association of American Railroads, and District 15 is a "district contiguous to a home district" for a GN car. Accordingly, Paragraph 5 of Rule 3 (A) does not apply. Apparently there has been some difference of opinion as to whether or not Districts 15 and 11 were contiguous on

the car selection chart, because of the double line between the districts on the chart, around Lake Michigan. However, an officer of the Car Service Division advises that the two districts are intended to be contiguous. Although the loading mentioned above is technically a violation of the rules, in the absence of other more suitable equipment it must be considered as good car usage.

—G. C. R.

Tariff provisions are controlling.

Such days are not free from demurrage unless they fall on one of the seven holidays listed in Item 7 of the demurrage tariff.—*Committee on Demurrage, Eastern Association of Car Service Officers.*

(*This interpretation was confirmed by recent action of the committee on demurrage and storage of the Association of American Railroads, when considering a proposal to amend the tariff rule to include such days.—G.C.R.*)

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other depart-

ments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.



POWER PLANT for operating the track-lining rams consists of single-cylinder, 2-hp. gasoline engine driving a hydraulic pump having a speed of 900 r.p.m. A single lever on the machine controls both rams.



HYDRAULIC RAMS each have a capacity of 10 tons and are mounted at an angle of 45 deg. on their steel bases. This has been found to be the proper angle for transmitting the thrust to the ballast.



LINING OF CURVES is done with two of the rams. The track is first lined over at the stringline stations, which are 31 ft. apart, after which the gang goes around the curve again, sight-lining at the midpoints between stations.



"SCRATCH BOARD" is used when lining curves. The track to be lined is moved in or out, as the case may be, until a piece of metal at the end coincides with a tack previously driven in a tie in the opposite track.

Hydraulic Rams for Lining Track

Small gangs using new device developed on the Lackawanna have displaced larger gangs using lining bars

The lining of track out of face on the Lackawanna is now being done with gangs of 5 men, or 7 men less than was formerly needed. This saving in manpower is made possible through the use of a new hydraulically operated track liner developed by Bernard Geier, engineer of design and equipment of the Lackawanna.

Each of the new outfits consists of two specially designed hydraulic rams and a portable power plant. To use the

rams a hole is first dug in the ballast between the rails and adjacent to the rail in the direction the track is to be thrown. The ram is then placed in the hole with the piston bearing against the web of the rail, and with the base bearing against the ballast. The reaction of the ram is thus transmitted through the base to the ballast.

When lining curves, which are string-lined in advance, two of the rams are used, being placed with a tie crib be-

tween them at each spotting. When working on tangent only one of the rams is needed to shift the track. While it is throwing the track the other ram is being carried forward and positioned at the next spotting.

In the five-man gang used with each of the hydraulic lining outfits one man operates the power plant, two men handle the rams, and two men clean the ballast from the cribs where the rams are to be positioned.

When working on curved track an additional man is needed to handle the "scratch board."

The Railway Track-work Company, Philadelphia, Pa., has obtained the manufacturing and sales rights for the device.



B&O MAGAZINE OFFERS . . . "Human Interest"

Editor Virginia Tanner tells a story with accent on the "human" side—It pays off in high reader interest

Virginia Tanner, editor of the Baltimore & Ohio Magazine, subscribes to the sound editorial principle that people like to read about themselves. She believes in pointing up the "human interest angle."

Her views in this respect are regularly reflected in the pages of the magazine, and it has led members of the American Railway Magazine Editors Association, of which Miss Tanner is one of the few women members (and a former president), to tag the publication "the human interest magazine." Miss Tanner and Mrs. Inez M. DeVille, the associate editor, are proud of this designation. A circulation in the neighborhood of 63,000, including some 6,400 "outside" subscribers, is indicative of the magazine's popularity.

The 48-page magazine, a monthly, normally contains eight or ten "general" articles in addition to

its regular features or departments. The general-interest stories cover a wide range. Most of them relate to activities on the B&O, but this is not a steadfast rule and the magazine occasionally carries a story that might be called "marginal." In September 1952, for example, the magazine's cover and first nine pages were devoted to a story-and-pictures description of the Interstate Commerce Commission. It made a hit. The railroad still gets requests for back copies of the issue. Miss Tanner explains that she developed the I.C.C. article because the commission "performs a function that is important to our people and they should know something about how it works."

In a regular issue the general articles may be devoted to new services, equipment, research, company policy, meetings, safety, travel—any interesting

development, preferably one that will feature the employees who do the actual work. "We think it pays," Miss Tanner says; "to emphasize the human side." Feature stories from this section of the magazine are frequently picked up and reprinted in outside publications.

There are, as a rule, no signed messages from the management, no "sermons." Occasionally, when President R. B. White wants to reach all employees of the railroad, a short message over his signature will accompany a "policy" story. According to Miss Tanner, the aim of B&O management and the magazine is not to propagandize in any way, but to give readers the facts and let them judge for themselves. This method of handling was demonstrated in the February 1953 issue, which contained an article on the railroad industry's legislative program for the 83d Congress. The story was prefaced by a brief statement from Mr. White, asking the support of all B&O employees.

By-line stories by the president, executive officers and others do, however, appear in the magazine. They may provide general information, explain changes, or, in some cases, seek cooperation in putting over a program. In the April issue, Advertising Manager J. J. Nugent had an article on springtime travel. His plea: "Let's All Sell Washington." Last March, J. F. Whittington, Jr., the general passenger traffic manager, told "Why We Must Discontinue Unprofitable Trains," and in January, A. L. Sherry, Perishable and Livestock Agent, Pittsburgh, Pa., discussed "Livestock Conservation, Inc.," a new organization set up to fight loss and damage on livestock shipments.

These front-of-the-book stories are attractively packaged, and pictures are used freely to supplement text. Art work for this section is contracted out. The magazine is printed by offset in the B&O's own printing plant at Baltimore, under direction of L. B. Frey. About two years ago the publication began the use of four-color front covers. Miss Tanner says response to this innovation has been more enthusiastic than to any other feature recently introduced. Front cover pictures generally tie in with one of the major stories inside the book.

"Among Ourselves" a Popular Feature

Two-thirds of the B&O Magazine consists of seven highly personalized departments, places where employees can, in truth, "read about themselves." A readership survey about a year ago, made by an outside firm, turned up evidence that this portion of the magazine enjoys top readership. The "Among Ourselves" department, which runs 18 to 20 pages at the back of each issue, was found to be the first place the average reader turns. Miss Tanner doesn't question this finding. She says newspaper experience taught her that "personals" are read faithfully. Other "departments" which have the personal touch are those given over to promotions and retirements, obituaries ("The Journey's End"), women, children, B&O Veterans and activities of groups organized under the Cooperative Traffic Program.

Contact with some 150 "correspondents" of the magazine is maintained through a "chatty" letter which

goes out each month. It advises as to the pending deadline, and may contain suggestions or ideas for stories. In a normal month, 60 to 70 of the correspondents submit "copy." The result is a "mountain of material," giving rise to a space headache that is unending. Dispatches from the correspondents are edited



Virginia Tanner

"to cull out trivia," but most are run as submitted. Some of them are brightened with a headline if they report an event involving several members of the "B&O family."

The B&O Magazine carries a few ads, all from long-standing customers who sell such items as watches, work clothes, or tobacco. Income from these ads is used each year at Christmas to provide "tokens" for the correspondents. Other than this the correspondents receive no pay for work on the magazine.

Mrs. DeVille takes charge of the magazine in June each year for the annual "Women's Edition." The entire issue is, as Mrs. DeVille puts it, "by, for and about women." The passenger department has found the edition helpful in promotion work and gives it special distribution to local women's clubs along the railroad. This special issue each year marks the magazine's most radical departure from normal habits. Miss Tanner will, however, break away on other occasions if she feels a story warrants. In August 1951, she filled 23 pages of the magazine with photographs of "Modern Design" on the B&O.

Miss Tanner, Mrs. DeVille and the magazine's secretary, Mrs. Betty Bienert, are lodged in the B&O's Public Relations Department. The department is headed by the director of public relations, Robert M. Van Sant, to whom Miss Tanner reports. Mr. Van Sant was editor of the magazine for many years before turning over the editorship to Miss Tanner several years ago. The magazine, one of the oldest company publications in the country, was started in October 1912.

Putting together a "human interest magazine" is a satisfying job, according to Miss Tanner and her associates. They like to tell the story of the old man who wandered into the office one day and pulled from his wallet the tattered picture of a baby. "Cut this out of the magazine when my daughter was born," he said. "Just thought you might want to know she got married last week."

Railway Officers

EXECUTIVE

W. C. Beaman, vice-president and traffic manager of the TEXAS MEXICAN, has been elected president and retains the position of traffic manager. **R. E. Johnson** has been elected vice-president and retains the position of general manager.

As reported in *Railway Age* August 24, **Roy W. Nelson** has been appointed resident vice-president of the MINNEAPOLIS & ST. LOUIS at New York. Mr. Nelson entered railroad service July 24, 1914, in the freight claim department of the M&StL. He served with



Roy W. Nelson

the U.S. Navy during World War I, returning to the M&StL in January 1919. After serving as chief clerk in the freight claim and traffic departments, he became general agent at St. Paul and New York, successively. Mr. Nelson was appointed assistant traffic manager in April 1938, eastern traffic manager in November 1939 and assistant vice-president—traffic in May 1948, all at New York.

P. D. Edgell, western land and timber agent of the NORTHERN PACIFIC at Seattle, Wash., has been appointed to the newly created position of assistant vice-president — timber and western lands at that point.

John W. Devins, vice-president and general manager of the MINNEAPOLIS &



ONE OF 50 C&NW box cars especially equipped with Fiberglas insulation blankets in the car ends as a protection against insects and corrosion.

No Weevils Here

Glass fiber blanket in car ends proves suicidal to insects and protects steel sheathing from corrosion

Early in June, a demonstration inspection was made of C&NW 50-ton box car No. 9248, one of 50 similar cars especially equipped for insect control. The demonstration was arranged by the Owens-Corning Fiberglas Corporation to show various grain shippers and railway officers the effectiveness of a 2-in. blanket of Fiberglas placed between the end linings and corrugated steel ends to protect against vermin infestation and corrosion of the steel ends. These cars have been in service about 20 months.

The end lining boards were removed at each end of the car so as to expose the Fiberglas blanket and permit inspection of pockets behind the blanket. No indications of insect life were found, either in the Fiberglas or in the space behind it; however, at the cor-

ners some accumulation of dust and chaff was found on end corrugations, which apparently had worked through the joint at the juncture of the end and side linings. It was felt that this infiltration can be stopped on future cars by packing corner spaces with Fiberglas.

Dr. R. T. Cotton of Manhattan, Kan., entomologist and a section chief for the U. S. Department of Agriculture, after his inspection, said findings were negative. "There were no traces of insect life and surprisingly enough, no traces of grain or tailings or grain dust," he declared.

Frank S. Bishop of Minneapolis, Minn., inventor of the Bishop system of infestation control, pointed out that cars without the insulation protection collect grain particles in the air spaces



FIBERGLAS INSULATION still firmly in place in the end and corner of the car after 20 months of service. Small pieces of insulation have been pulled out for inspection.

at the ends which eventually lead to corrosion of the outer metal sheathing of the car and increase railroad costs.

The insulation blanket consists of fine fibers of glass which are non-absorbent and non-combustible. They fluff out and permanently fill all space behind end liners without settling or packing down. This material is said to be particularly effective in repelling insects and weevils. The fibers present a forest of tiny razor sharp points so microscopic as to be hardly noticeable to humans. Nevertheless, they make it impossible for an insect to move about without becoming impaled, a form of hara-kiri in insect life which is most satisfactory to shippers of grain, flour and other food products.

Railroad officers were quite confident about what they would find and, in fact, several months ago, when 625 new box cars were ordered for delivery to the North Western in 1953, all were ordered equipped with glass wool insulation in the car ends.

ST. LOUIS, has been promoted to executive vice-president, with complete authority over the operating department as heretofore, and will perform such additional duties as may be assigned to him by the president and the board of directors.

L. D. Comer, director of employment of the SANTA FE at Chicago, has been named assistant to vice-president in charge of personnel, succeeding **S. C. Kirkpatrick**, who died recently.



L. D. Comer

Mr. Comer joined the Santa Fe as a stenographer in 1919. Since 1923 he has held many personnel positions, such as manager of personnel and director of employment.

FINANCIAL, LEGAL & ACCOUNTING

Sterling Baker, auditor of the COTTON BELT at St. Louis has been appointed general auditor there. Mr. Baker entered railroad service in 1920



Sterling Baker

with the old American Railway Express Company as special representative of the accounting vice-president at New York. He joined the Cotton Belt in 1943 as auditor of disbursements and became auditor in 1945.

E. H. Borchers has been appointed general counsel of the TEXAS MEXICAN,

his former position of general attorney having been abolished.

A. L. West has been appointed methods and research officer of the SOUTHERN PACIFIC at San Francisco, succeeding **C. E. Quigley**, recently promoted to assistant treasurer.

Railway Age, August 31, incorrectly reported the assignment of duties of **J. E. Echols**, assistant treasurer of the SOUTHERN PACIFIC at Houston, Texas. Mr. Echols has assumed the duties of **G. B. Herbert**, retired treasurer, while retaining his present position.

Robert E. Teston, assistant secretary and assistant treasurer of the JERSEY CENTRAL, has been elected secretary and treasurer, with headquarters as before at New York, succeeding **William Kohler**, who has retired after 51 years of service. **J. W. Leppington** succeeds Mr. Teston as assistant secre-



Robert E. Teston

tary and assistant treasurer. Mr. Teston joined the Jersey Central in 1924 as a stenographer and advanced through the ranks to become assistant secretary and assistant treasurer in 1949.

Mr. Kohler entered the service of the Jersey Central as a clerk in 1902, becoming assistant secretary and assistant treasurer in 1920 and secretary and treasurer in 1938.

M. C. Barber, assistant general auditor of the CANADIAN PACIFIC at Montreal, has been appointed auditor of miscellaneous accounts.

OPERATING

Keith W. Bird, trainmaster of the CHESAPEAKE & OHIO at Grand Rapids, Mich., has been appointed assistant superintendent there.

R. M. Wiley, terminal trainmaster of the CHESAPEAKE & OHIO, has been appointed superintendent of terminals, Walbridge Terminal, with headquarters as before at Walbridge, Ohio, succeeding **F. S. Harris**, resigned.

H. J. Wurdack, assistant trainmaster at Lancaster, Ohio, has been

appointed to succeed Mr. Wiley, and has in turn been succeeded by **C. A. Persinger**, yardmaster at Fostoria, Ohio.

As reported in *Railway Age* August 10, **Edward C. Kaiser** has been appointed assistant general manager of the LEHIGH & NEW ENGLAND at Pen Argyl, Pa. Mr. Kaiser was born at Philadelphia, Pa., on January 20, 1899, and entered railroad service in July



Edward C. Kaiser

1917 with the Reading. He served in various supervisory capacities, including general foreman of engine terminals at Philadelphia, until February 1945 when he joined the L&NE as superintendent motive power at Pen Argyl. He will continue in that capacity, in addition to that of assistant general manager.

William G. Hofmann has been appointed superintendent of transportation of the CHICAGO & EASTERN ILLINOIS at Chicago (*Railway Age*, August 17).



William G. Hofmann

Mr. Hofmann entered railway service in 1929 with the C&EI. He became car service agent in 1948 and on February 1, 1953, trainmaster at Danville, Ill.

Named assistant division superintendents of the DENVER & RIO GRANDE WESTERN are **J. C. Kenefick**, **W. G.** (Continued on page 30)



Since 1933 freight cars have been built



100-TON CAPACITY Magor flat car built especially for the Army Transportation Corps for transporting heavy combat tanks over American railroads.

U-S-S MAN-TEN steel lends itself readily to continuous welding

Here welding is employed to attach cover plate to web plate. The reduction in thickness of the members of this center sill assembly reduced weight from 13,900 lbs. in carbon steel, to 8,388 lbs. in U-S-S MAN-TEN steel—a saving of 5,562 lbs. In side sills, the weight saved by MAN-TEN steel construction was 2,815 lbs.



better with U·S·S High Strength Steels

Weight reduced 35.4% by construction with U·S·S MAN-TEN steel

WHEN the U. S. Army Transportation Corps asked for bids on flat cars of 100-tons nominal capacity, for carrying combat tanks and other military equipment, the Magor Car Corporation prepared designs using high

strength steel versus carbon steel.

Magor engineers decided to use U·S·S MAN-TEN steel. Changing to MAN-TEN steel from carbon steel—while involving no loss of strength—resulted in the following advantages:

1. Reduction of maximum thickness from 1½" to ⅞".
2. Reduction of 8,378 lbs. in weight of each car body and saving of 9,100 lbs. in rough weight of steel per car.

On the total order of 650 cars, these savings in steel amounted to 2,957 tons. Thus, despite the slightly higher cost per pound of MAN-TEN steel, the fact remains that 2,957 less tons of steel were required for construction and 2,957

less tons had to be shipped from the mill to the carbuilder.

Magor Car Corporation is now building 150 additional flat cars of 80-ton capacity using similar U·S·S MAN-TEN steel construction.

Facts to remember about U·S·S MAN-TEN steel

U·S·S MAN-TEN High Strength Steel has a yield point of 50,000 psi. minimum . . . is 1½ times stronger than structural carbon steel. It has greater abrasion resistance. Its fatigue strength is approximately 40% higher thus ensuring greater ability to withstand vibration and reversal of stresses. Its resistance to atmospheric corrosion is slightly higher than that of copper steel. And in addition, MAN-TEN steel is more readily worked and welded than carbon

steel of the same strength level.

What's more, MAN-TEN steel is relatively low in cost and when used to reduce weight, it may actually be cheaper than structural carbon steel.

To date, U·S·S MAN-TEN steel has been used in many thousands of freight car underframes to increase stamina, to save weight and to keep costs down. It will pay you to investigate its possibilities.

UNITED STATES STEEL CORPORATION, PITTSBURGH • AMERICAN STEEL & WIRE DIVISION, CLEVELAND • COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
NATIONAL TUBE DIVISION, PITTSBURGH • TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA. • UNITED STATES STEEL SUPPLY DIVISION, WAREHOUSE DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

UNITED STATES STEEL

(Continued from page 27)

Luebke and **H. V. Meek** at Salt Lake City, Utah; **Alamosa**, Colo.; and **Grand Junction**, Colo., respectively. Mr. Meek has been succeeded as division trainmaster at Grand Junction by **Harry Brooks**, trainmaster there. Mr. Luebke is replaced as trainmaster at Provo, Utah by **E. H. Waring**, division engineer at Denver, Colo., who in turn is succeeded by **Earl P. Hackert**. Mr. Brooks' successor is **Alvin J. Meyers**, who transfers from Steamboat Springs, Colo. Mr. Myers is replaced by **R. S. Eno**, chief dispatcher at Alamosa.

B. R. Beech, district supervisor, safety, loss and damage prevention of the **CANADIAN PACIFIC** at Moose Jaw, Sask., retired September 1 and has been succeeded by **E. N. A. Sewell**.

T. P. Kelly, supervisor freight protection, merchandise and station service of the **SOUTHERN PACIFIC** at Houston, Texas, has been named vice-president and general manager of the **SOUTHERN PACIFIC TRANSPORT COMPANY**, an SP affiliate. Named assistant



T. P. Kelly

general manager is **R. E. Buckles**, general agent.

Mr. Kelly entered railway service in 1915 as a call boy for SP. Subsequently, he held several operating positions until he was appointed supervisor freight protection, merchandise and station service.

TRAFFIC

As *Railway Age* announced August 3, **Joseph C. Bulka** has been appointed general freight agent—divisions of the **CHICAGO & EASTERN ILLINOIS** at Chicago while **William F. Custer** has been advanced to general freight agent—rates at that point.

Mr. Bulka entered railway service in 1909 with the C&EI and after serving in a number of clerical positions, became assistant general freight agent—divisions in 1950.

Mr. Custer joined the C&EI in 1927 as an office boy in the traffic department. After holding numerous other

traffic positions, he was advanced to assistant general freight agent in 1950.

To provide a more efficient and scientific approach to development of express traffic, the **RAILWAY EXPRESS AGENCY** has reorganized its traffic department and appointed the following departmental heads: **O. G. Swenson**, director rates and tariffs, formerly assistant vice-president; **E. W. Hull**, director advertising and promotion, formerly assistant vice-president; **F. D. Kelley**, director of sales, formerly sales manager; **Ernest L. Inwood**, director business planning, formerly chief of economic and research activities, Office of Budget, Department of State; **George E. Cole**, director market and traffic research, formerly with Gallup & Robinson and Opinion Research Corporation; and **Richard A. Strickland**, director public relations, formerly a management public relations counsel. All have headquarters in New York.

Robert A. Kohloss, Jr., has been appointed industrial consultant of the **CENTRAL OF GEORGIA**, succeeding **W. H. Barnwell, Sr.**, retired. Colonel Kohloss is a former vice-president of Austin Nichols & Co., New York, in charge of national sales and distribution.

J. D. Heath, traveling freight agent of the **CHESAPEAKE & OHIO** at Wilmington, N.C., has been appointed freight service representative at Cincinnati.

J. E. Lord, assistant general freight agent—rates and divisions of the **CANADIAN PACIFIC** at Winnipeg, Man., has been promoted to general freight agent there, succeeding **J. N. McPherson**, who has been appointed assistant freight traffic manager at that point. Mr. Lord has been succeeded by **C. Baron**, chief of tariff and division bureaus, who in turn has been replaced by **J. P. McEwan**.

The duties of **James L. McVay**, assistant freight traffic manager of the **ROCK ISLAND** at Chicago, have been reassigned to enable him to specialize in forest products and building materials. **Arthur B. Murphey**, general freight agent, has been promoted to assistant freight traffic manager to handle Mr. McVay's previous duties. At the same time, **Conway E. English**, traveling freight agent at Oklahoma City, Okla., has been named assistant general freight agent at Fort Worth, Texas.

As *Railway Age* reported August 3, **P. E. White** has been promoted to traffic manager—Eastern region of the **WESTERN PACIFIC** at New York; **A. H. Lund** has been advanced to traffic manager—Central region at Chicago, and **J. B. Warren** has been named assistant to traffic manager there.

Mr. White entered railway service in 1919 as a station helper for the **Union Pacific**. Subsequently, he served with the **Missouri Pacific** until 1928 when he joined the WP as chief clerk to general agent. He was promoted to eastern traffic manager at New York in 1948.

Mr. Lund began his railway career in 1915 with the **Southern Pacific**. After holding several traffic positions for a number of railroads, he became general agent of the WP in 1943 and assistant traffic manager in 1950.

Mr. Warren entered railway service in 1918 with the **Illinois Central**. After serving in numerous clerical and traffic positions, he joined the WP in 1936 as passenger and freight traffic agent. He advanced to assistant general passenger agent in 1942 and eastern perishable freight agent in 1949.

Named as freight traffic manager in the newly created freight traffic department of the **SOUTHERN PACIFIC TRANSPORT COMPANY**, an affiliate of the **SOUTHERN PACIFIC**, is **John H. Tate**, district freight agent of SP at Houston. **D. W. Beaupre** has been named assistant freight traffic manager. Mr. Tate has been succeeded by **Earl L. Bourg**, district freight agent at Beau-



John H. Tate

mont, Texas, who in turn has been replaced by **Howard F. Dennis**. **Sam H. Milby**, general baggage, mail and express agent at Houston, has been promoted to supervisor freight protection, merchandise and station service, succeeding **T. P. Kelly**. Mr. Milby has been succeeded by **Carol J. Good**, assistant baggage, mail and express agent.

Clarence O. Bunce, assistant general freight agent of the **SANTA FE** at Houston, Texas, has been promoted to general freight agent at Chicago, succeeding **Kelley Fogg**, who has been advanced to general freight and passenger agent at Phoenix, Ariz.

James H. Rash, commercial agent of the **SOUTHERN** at Asheville, N.C., has been promoted to division freight and passenger agent of that system

and the CAROLINA & NORTHWESTERN, at Anderson, S.C.

Benson C. Parkinson has been promoted to assistant general industrial agent of the SEABOARD AIR LINE at Norfolk. He was formerly industrial agent.

Thomas V. Sutton, district freight agent of the GULF, MOBILE & OHIO at Atlanta, Ga., has retired after more than 45 years of service.

MECHANICAL

C. E. Barnes, master mechanic of the SPOKANE, PORTLAND & SEATTLE at Vancouver, Wash., has been appointed general superintendent motive power, succeeding **J. A. Cannon**, who has returned to the NORTHERN PACIFIC as superintendent of motive power at Seattle. **L. Z. Daniels**, assistant master mechanic, succeeds Mr. Barnes.

Mr. Barnes joined the SP&S in 1916 as a mechanical draftsman. He became master mechanic in 1943.

H. F. Mackey, division master mechanic of the SANTA FE at Chicago, has been appointed mechanical superintendent of the eastern mechanical district at Shopton, Iowa, succeeding **J. W. Atkinson**, retired.

Lynwood B. Alexander, shop superintendent of the SEABOARD AIR LINE at Jacksonville, Fla., has been appointed assistant chief mechanical officer at Norfolk, Va. **R. M. Higgins**, superintendent car department at Norfolk, has retired at his own request, after



Lynwood B. Alexander

41 years of service, and that position has been abolished. The duties of **Henry W. Jarrett**, assistant to chief mechanical officer, have been extended to include jurisdiction over all car department matters.

H. E. Aenechbacher, assistant shop superintendent, has been appointed shop superintendent, with headquarters as before at Jacksonville, succeeding Mr. Alexander. Jurisdiction over mechanical department operations at Baldwin, Fla., has been transferred from the master mechanic, North Florida

division, to the shop superintendent at Jacksonville.

Mr. Alexander was born at Tampa, Fla., and joined the mechanical department of the Seaboard in 1926. He became shop superintendent at Jacksonville in August 1949.

ENGINEERING

H. M. Tremaine, district engineer of the NORTHERN PACIFIC at Spokane, Wash., has retired. Named to succeed him is **J. A. Young**, principal assistant engineer at St. Paul. **P. R. Gibson**, assistant to general manager at St. Paul, replaces Mr. Young.

S. H. Shepley, assistant chief engineer of the ELGIN, JOLIET & EASTERN, has been advanced to chief engineer at



S. H. Shepley

Joliet, Ill. Mr. Shepley entered EJ&E service in 1930 as a draftsman. He became division engineer in 1946 and assistant chief engineer in 1947.

S. K. Mason, engineer maintenance of way of the TEXAS MEXICAN has been appointed chief engineer.

A. C. Johnson, engine designer of the ELGIN, JOLIET & EASTERN at Joliet, Ill., has been appointed assistant chief engineer at that point.

Thomas S. Carter, Jr., who has been promoted to assistant chief engineer of the MISSOURI-KANSAS-TEXAS at St. Louis (*Railway Age*, July 27)



Thomas S. Carter, Jr.

entered Katy service in 1941, as rodman. He has since served as assistant engineer, assistant division engineer, and division engineer.

OBITUARY


Samuel Clinton Kirkpatrick, assistant to vice-president—operating of the SANTA FE at Chicago, died August 22 in that city. Mr. Kirkpatrick entered Santa Fe service in 1905 as an office boy at Galveston, Texas. Subsequently, he became secretary, chief clerk to the general manager, assistant to general manager and since 1941 assistant to vice-president handling labor relations.

ADVERTISERS IN THIS ISSUE

American Car and Foundry Company18, 19
Agency—Hicks & Greist, Inc.
American Locomotive Company32, 33
Agency—Hazard Advertising Company
American Steel Foundries 8
Agency—Erwin, Wasey & Company, Inc.
Armco Steel Corporation ... 3
Agency—N. W. Ayer & Son, Inc.
Buffalo Brake Beam Company
Inside Front Cover
Columbia-Geneva Steel Division28, 29
Agency—Batten, Barton, Durstine & Osborn, Inc.
General Electric Company ..32, 33
Agency—Hazard Advertising Company
Matea Equipment Corporation 20
Agency—W. S. Kirkland Advertising
National Tube Division28, 29
Agency—Batten, Barton, Durstine & Osborn, Inc.
Scullin Steel Co.
Inside Back Cover
Agency—Batz-Hodgeson-Newwockner Advertising Agency

Timken Roller Bearing Company, The Back Cover
Agency—Batten, Barton, Durstine & Osborn, Inc.
Union Switch & Signal 4
Agency—Batten, Barton, Durstine & Osborn, Inc.
Unit Truck CorporationInside Front Cover
United States Steel Corporation28, 29
Agency—Batten, Barton, Durstine & Osborn, Inc.
United States Steel Export Company 28, 29
Agency—Batten, Barton, Durstine & Osborn, Inc.
Westinghouse Air Brake Company 6
Agency—Batten, Barton, Durstine & Osborn, Inc.
Wine Railway Appliance Company, TheFront Cover
Agency—Beeson-Reichert, Inc.





You get more miles for your gearing dollar because G-E gears and pinions can "take it"

Considering the rigorous service to which your Alco-G.E. locomotives are subjected in meeting the demands of modern railroading, it's a wise move to specify genuine G-E gears and pinions for replacement needs. They assure reliable, low-cost transmission of driving power to carry heavy loads at high speeds and withstand the impacts of sudden, frequent stops and starts.

G-E gears and pinions are made from materials specially developed for transportation equipment, and offer a hard, long-lasting working surface that resists fatigue failures and helps maintain the earning power of your Alco-G.E. locomotives. Their superior strength minimizes tooth breakage caused by heavy loads under starting conditions, shock loads, and impacts. Their toughness, too, helps support compressive loads between tooth surfaces. In addition, G-E gears and pinions have a high degree of profile accuracy for smoother operation at high speeds.

To get top performance—"original equipment" performance—from your Alco-G.E. locomotives, always specify genuine G-E gears and pinions. They're the best you can buy for your Alco-G.E. locomotives. For full pricing and product information, contact your nearest sales representative for Alco-G.E. locomotives.

128-6



WHY G-E GEAR TEETH ARE STRONGER

G-E gear and pinion tooth strength is the result of advanced design and manufacturing techniques. The G-E long and short addendum tooth form and continuous radius fillet actually result in 10 percent more strength and bending ability than provided by gears and pinions of conventional design. Tapered teeth help distribute the load, avoid overloading ends of teeth under heavy service conditions.



AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

... HIGHEST IN HISTORY IN 1952

Accounts for which indices are shown are primary accounts which are designated in the Classification of Invest-

71. Organization Expenses
72. General Officers and Clerks
73. Law
74. Stationery and Printing
75. Taxes
76. Interest During Construction
77. Other Expenditures—General

RAILWAY AGE NEWS ISSUE

A MODERN CONCEPT

for smoother freight movement

Introduced by
Scullin

THE *New* SCULLIN **C-C** TRUCK CONSTANT CONTROL

featuring CONSTANT CONTROL FOR
LOWER L. D. I. RATIOS

See how the new C-C Truck's remarkably simple, compact, constant control assembly saves so much cost and wear as it controls both lateral and vertical motion. The C-C Truck functions so efficiently that it set a Lading Damage Index Ratio record of only .44 Vertical, only .43 Lateral in Official A.A.R. Road Tests!

Write for details and engineering data
See the new C-C



NEW YORK
CHICAGO
BALTIMORE
RICHMOND, VA.

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

A SPECIAL MESSAGE FOR

INTERSTATE COMMERCE COMMISSION

WILLIAM J PATTERSON

WASHINGTON 25 D C

A-11
RB-2504

... FROM THE TIMKEN ROLLER BEARING COMPANY

Why have six leading railroads switched from oil to grease-lubricated **TIMKEN®** bearings?

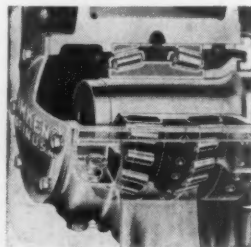
GREASE-LUBRICATED Timken® bearings on passenger cars and diesels go from wheel-turning to wheel-turning without attention! Operating tests on passenger trains in regular service prove it! Already six leading railroads have made the switch from oil to grease lubrication of Timken bearings and are rolling up big operating savings. One railroad ran grease-lubricated Timken bearings over 200,000 miles with no addition of lubricant.

With grease lubrication of Timken bearings, you eliminate man-hours previously needed for checking

and adding lubricant. And you save on lubricant itself. Conversion's no problem. You don't have to modify the bearings or buy extra journal parts. Operating tests prove Timken bearings can consistently go a full wheel-turning period without additional lubricant.

Look into the cost-saving advantages of grease-lubricated Timken bearings on your railroad. Write The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

TIMKEN
TRADE-MARK REG. U. S. PAT. OFF.
TAPERED ROLLER BEARINGS



*GREASE ME AT ONE
WHEEL-TURNING ...FORGET
ME 'TIL THE NEXT!*

NOT JUST A BALL ○ NOT JUST A ROLLER □ THE TIMKEN TAPERED ROLLER □ BEARING TAKES RADIAL ○ AND THRUST → ○ ← LOADS OR ANY COMBINATION ○